

Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Tuesday, 18 August 2026; 9:30am
Meeting Number: MODAP/153
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
[MODAP/153 - 18 August 2026 - City of Swan](#)

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Noting of Minutes

PART B – CITY OF SWAN

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
4. Form 2 DAP Applications
 - 4.1 Lot 1 (No.10) Asturian Drive, Henley Brook - Proposed Educational Establishment - Amendment to Condition No.4 – DAP/21/02047
5. Section 31 SAT Reconsiderations

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. Meeting Closure

Please note, presentations for each item will be invited prior to the items noted on the agenda and the presentation details will be contained within the related information documentation

DAP Members
Eugene Koltasz (Presiding Member)
Dale Page (Deputy Presiding Member)
Dr Agata Cabanek
Cr Charlie Zannino (Part B – City of Swan)
Cr Shaynon Dean (Part B – City of Swan)

DAP Secretariat
Tenielle Brownfield
Ashlee Kelly

PART A – INTRODUCTION

- 1. Opening of Meeting, Welcome and Acknowledgement**
- 2. Apologies**
- 3. Noting of Minutes**

PART B – CITY OF SWAN

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

Nil

4. Form 2 DAP Applications

- 4.1 Lot 1 (No.10) Asturian Drive, Henley Brook - Proposed Educational Establishment - Amendment to Condition No.4 – DAP/21/02047

5. Section 31 SAT Reconsiderations

Nil

Part B – Item 4.1 - LOT NO.1 (NO.) ASTURIAN DRIVE, HENLEY BROOK

RESPONSIBLE AUTHORITY REPORT – FORM 2

DAP File No:	DAP/21/02047
LG Reference:	DA604/2021/H
Approved Development	Educational Establishment
Proposed Amendments:	Modification to Condition No.4 of Approval DAP/21/02047 – to increase student and staff numbers
Owner:	Australian Islamic College (Perth) Inc.
Applicant:	Urbanista Town Planning
Local Government Area:	City of Swan
Responsible Authority:	City of Swan
Authorising Officer:	Manager Statutory Planning
Date of Original DAP decision:	1 December 2021
Date(s) of previous amendments:	6 November 2025 (Amendment G), Amendment F – Cancelled, 7 July 2025 – Amendment E, 30 January 2025 – Amendment D, 16 March 2023 – Amendment C, 21 December 2022 – Amendment B, 22 June 2022 – Amendment A
Application Acceptance Date:	13 October 2025

LOCATION PLAN



RESPONSIBLE AUTHORITY RECOMMENDATION

That the Metro-outer Development Assessment Panel resolves to:

- A. **Accept** that the DAP Application reference DAP/21/02047 as detailed on the DAP Form 2 dated 13 October 2025 is appropriate for consideration in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*; and
- B. **Approve** to amend DAP Application reference DAP/21/02047 for Proposed Educational Establishment at Lot 1 (No.10) Asturian Drive, Henely Brook in accordance with regulation 17 of the *Planning and Development (Development Assessment Panels) Regulations 2011*, by way of:

The following new conditions being added

1. The School is to operate in accordance with the “Australian Islamic College Henley Brook Parking, Traffic and Access Operational Management Plan July 2026” and the “2026 Traffic Master Plan drawing No. 2025-167-SK1-1” to the satisfaction of the City of Swan, subject to both documents being amended as follows:
 - The Asturian Drive crossover is to provide entry (in) movements only;
 - The western crossover to Henley Street is to provide egress (out) movements only; and
 - The one-way movements within the primary parents parking area to be reversed accordingly.

Condition 4 of the DAP approval issued 1 December 2021 being amended to:

4. A maximum of 1,510 students and 105 staff members shall be accommodated for at the final stage of the development to the satisfaction of the City of Swan.

Condition 13 of the DAP approval issued 1 December 2021 being amended to:

13. Where the School is within a Bushfire Prone Area as depicted on State (DFES) mapping it is to operate in accordance with the Bushfire Emergency Plan Henley Brook School Development Support March 2026 (as updated from time to time).

PROPOSAL:

The Australian Islamic College wish to increase the total number of students and consequently staff to be accommodated at their existing school in Henley Brook from 1000 students to 1,510 students and from 80 staff to 105 staff.

SUBJECT SITE AND SURROUNDS:

The Australian Islamic College sits on a 6.25ha site at the north-east corner of Henley Street and Asturian Drive. It is situated at the eastern edge of the Henley

Brook urban area between Brabham (south of Park Street) and Ellenbrook to the immediate north. The site abuts the future Henley Brook Avenue extension to the east, which separates it from the rural part of Henley Brook within the Swan Valley Planning Act area.

BACKGROUND:

The Australian Islamic College (Inc) obtained approval from the Metro Outer JDAP for an Educational Establishment on the subject site on 1 December 2021. That approval was subsequently subject to variation through review by the State Administrative Tribunal (conditions) and aspects of that approval have been modified on a number of occasions to date.

The original planning application sought for capacity for a maximum of 1000 students and 80 staff. Condition No.4 of that approval capped occupancy to those numbers.

ACCEPTANCE AS A FORM 2 APPLICATION

The proposed amendment to increase student and staff numbers, whilst a significant expansion to those numbers, entails neither a change in the nature of the approved use of the land nor any significant change to the scope of approved works in terms of buildings and parking areas.

To the extent that the need to manage school traffic for the expanded students and staff numbers entails any departures from the approved plans it is limited to the configuration of parking bays along the eastern internal access road and the designated use of existing bays by staff and parents. The scale of such changes is considered to constitute an amendment to the existing approval and not a requirement for a new planning approval.

PLANNING ASSESSMENT:

PLANNING FRAMEWORK	
Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Urban
Local Planning Scheme	City of Swan Local Planning Scheme No.17.
Local Planning Scheme - Zone/Reserve	Residential Development
Structure Plan/Precinct Plan	Henley Brook Local Structure Plan
Structure Plan/Precinct Plan - Land Use Designation	Residential
Lot Size:	6.2526ha
Existing Land Use:	School (private)
Heritage Status	☒ N/A ☐ State Register of Heritage Places ☐ Heritage List ☐ Heritage Area
Bushfire Prone Area	Yes

Address of reasons for DAP deferral

At the meeting of 20 May 2026 this application was deferred for the following reason:

- a. *The Australian Islamic College is to prepare an Access and Operational Management Plan that demonstrates the capacity to accommodate within the school site the additional students, all traffic and operational aspects associated with the drop-off and pick-up of school students. The operation aspects of the plan to include, but not be limited to:*
 - a. *Class operational hours including the opportunity to stagger these.*
 - b. *Accessibility including gate opening arrangements.*
 - c. *Traffic management including the appointment and operation of school wardens.*
 - d. *Advice and information provided to staff, students and parents/carers regarding appropriate arrangements for drop off and pick to avoid on road queuing and parking.*
 - e. *Site signage, pavement markings to improve understanding of circulation and parking time management.*
- b. *The City of Swan to assess the Access and Operational Management Plan and to provide this assessment to the DAP in an addendum to the RAR.*
- c. *The Australian Islamic College to update the approved Bushfire Emergency Evacuation Plan.*
- d. *The City of Swan to assess the updated Emergency Evacuation Management Plan, on advice from the Department of Fire and Emergency Services and to provide this assessment to the DAP in an Addendum to the RAR.*

Planning Assessment

Access and Operational Management Plan

The Applicant submitted a 'Parking, Traffic, Access and Operational Management Plan (PTAOMP) July 2026' to the City of Swan on 20 July 2026. This includes a 2026 Traffic Masterplan that depicts the modified crossover traffic movements into and out of the school site and internal modifications to parking and drop off areas.

City staff have assessed the PTAOMP and this assessment is contained in the attachments to this RAR as per the DAP resolution of 20 May. City staff are satisfied that the PTAOMP addresses the requirements of the DAP resolution. The fundamental arrangement of site entry/exit points and internal parking and circulation areas will achieve the principal objective to ensure school traffic from an expanded school population gets into the site and off the road network as quickly as possible to minimise queuing and impairment of road function. Designated one-way movements through the extensive internal parking areas will accommodate vehicles queuing two-abreast, thereby achieving significant holding capacity.

Of note, City staff will require that the traffic movements for the Asturian Drive crossover and the Henley Street west crossover should be reversed so that Asturian

Drive crossover is in-only and Henley Street west is out-only. As has been noted previously, once Henley Brook Avenue is extended southwards and provides a connection to Henley Street much of the traffic that accesses the school along Asturian Drive will instead utilise Henley Brook Avenue and Henley Street will experience higher traffic volumes than Asturian. Reversing the point of entry into the school from Henley Street to Asturian Drive will avoid any prospect of entry queuing on this busier road and the Asturian Drive crossover is further from the intersection than the Henley Street crossover thereby reducing the prospect of any queuing impact on the future roundabout at this juncture.

Subject to this adjustment to the PTAOMP and a supplementary condition to be added requiring the School to operate in accordance with this plan, it is considered that optimal arrangements have been put in place to manage the estimated volumes of vehicle traffic that the requested increase in students and staff numbers would entail. Having said that City staff acknowledge that these measures should not be expected to completely eliminate any congestion or delay on the road network from school drop off and pick up traffic. The measures are intended for optimal management to improve the adverse impacts and unacceptable queuing arrangements that have occurred to date prior to active address by the School over the last several months.

Bushfire Emergency Plan

An updated Bushfire Emergency Plan has been provided by the School and has been referred to DFES for comment. DFES have deferred to the City as the decision maker in the matter of the revised Plan. The Plan provides for evacuation and shelter onsite scenarios. The evacuation scenario by vehicle depends on the capacity for buses or cars to reach the site under a bushfire scenario otherwise evacuation would entail the escort of students from the school into adjoining low threat areas. Such areas are the developed and developing urban residential areas to the west of the school given under DFES mapping the bushfire threat is from vegetated land to the east, including the future Henley Brook Avenue extension alignment. The shelter in place scenario would utilise the school population utilising the Primary Classroom building situated within that part of the site that is not bushfire prone (BAL-Low).

CONSULTATION:

PUBLIC CONSULTATION

Nil.

CONCLUSION:

Attachments

1. Copy of Australian Islamic College Henley Brook Parking, Traffic and Access Operational Management Plan July 2026 (PTAOMP).
2. Copy of 2026 Traffic Master Plan drawing No. 2025-167-SK1-1

3. Copy of Bushfire Emergency Plan Henley Brook School Development Support
4. Copy of DFES referral response
5. Addendum – Assessment comments on PTAOMP



**AUSTRALIAN
ISLAMIC COLLEGE**

Australian Islamic College Henley Brook Parking, Traffic and Access Operational Management Plan

*Prepared in support of the proposed increase in student capacity
from 1,000 to 1,510 students*

July 2026



Document Details

Item	Details
Prepared for	Australian Islamic College – Henley Brook
Site	No. 10 (Lot 1) Asturian Drive, Henley Brook
Document status	Draft for review and refinement following updated access strategy
Date	July 2026

Document Control

Version	Date	Prepared / amended by	Purpose
Draft 1	July 2026	Urbanista Town Planning	Prepared as a strengthened operational management plan following review of the draft A&OMP and revised AIC access preferences. Provided to AIC and Transcore for review.
Final Document for submission	July 2026	Urbanista Town Planning	Minor amendments.

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Executive Summary

This Parking, Traffic and Access Management Plan has been prepared to support the proposed increase in student numbers at Australian Islamic College Henley Brook from 1,000 students to 1,510 students.

The Plan responds to the DAP deferral requirement for an Access and Operational Management Plan that demonstrates the capacity of the school site to accommodate additional students and all traffic and operational aspects associated with student drop-off and pick-up.

The revised strategy intentionally removes the previously identified Henley Street frontage drop-off/pick-up arrangement. That arrangement is not supported by AIC because sufficient internal queuing capacity cannot be provided and because it would not provide the clear, enforceable and fully internalised operation required for the expanded school population.

The revised access system is based on two main internalised drop-off/pick-up systems: a 13-bay primary school loop and a 34-bay high school drop-off/pick-up area along the eastern internal road. These systems are supported by permanent turn restrictions on Henley Street, a proposed central median, one-way internal circulation, school wardens, signage, pavement markings, parent communication, compliance procedures and ongoing monitoring.

Key operational commitments

- Remove the Henley Street frontage drop-off/pick-up area and convert those bays to staff/visitor parking.
- Provide 13 primary school drop-off/pick-up bays in a one-way internal loop.
- Provide 34 high school drop-off/pick-up bays along the eastern internal road.
- Modify Henley Street East to operate permanently as left-in / left-out only through a central median treatment.
- Operate Asturian Drive as exit-only for the primary drop-off/pick-up.
- Use Lesmurdie Place as the high school entry point, with high school vehicles travelling south along the eastern internal road and exiting left-out via Henley Street East.
- Use the Henley Street / Henley Brook Avenue roundabout as the safe turnaround route for vehicles that need to travel west after a left-out exit.
- Stagger the primary school and high school by 10 minutes.
- Stagger Kindy/PP dismissal approximately 10 minutes earlier than the primary school dismissal period.
- Provide distributed bicycle racks around key school entry points and trial Ride to School Days as an active transport incentive.
- Contain all school drop-off, pick-up and queuing activity within the school site.

1 Purpose of this Plan

This Plan has been prepared to support the proposed increase in student numbers at Australian Islamic College Henley Brook from 1,000 students to 1,510 students.

The purpose of the Plan is to demonstrate that the school can accommodate the additional students, staff, parking demand, drop-off/pick-up activity, queuing and access movements within the school site, without reliance on on-street queuing, verge parking or informal traffic movements on Henley Street, Asturian Drive or Lesmurdie Place.

The Plan is intended to operate as a practical day-to-day management document for the school, not only as a traffic engineering assessment. It therefore sets out the operational procedures, responsibilities, access restrictions, parent rules, school warden deployment, communication measures and monitoring triggers that will apply to the school once the revised access system is implemented.

This Plan also responds directly to the DAP deferral requirement for an Access and Operational Management Plan addressing class operational hours, opportunities to stagger school times, gate opening arrangements, school wardens, parent/carers communication, site signage, pavement markings, drop-off/pick-up arrangements and avoidance of on-road queuing and parking.



Figure 1: Site Aerial and Locality Plan.

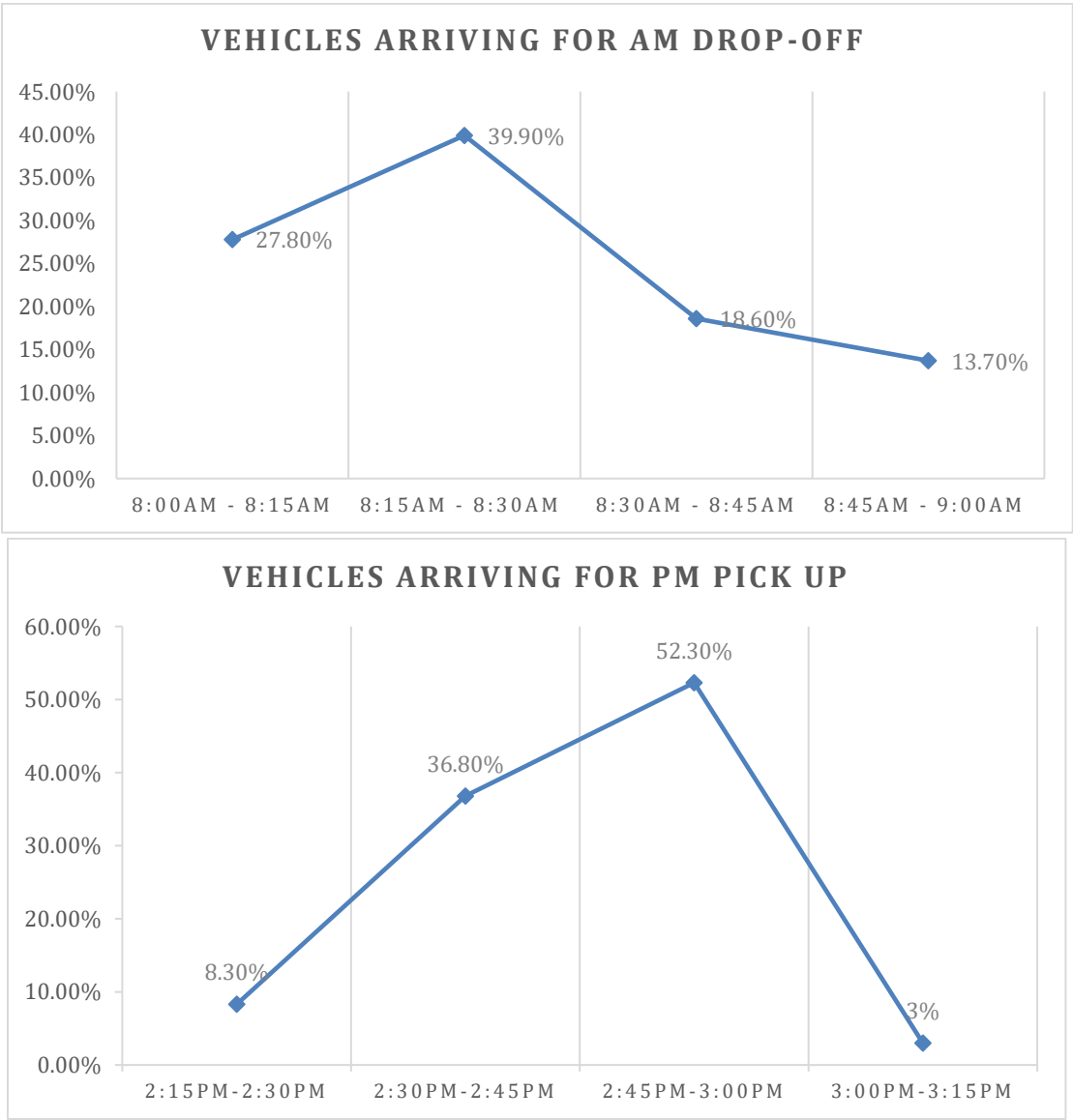
2 Background

2.1 Traffic Surveys

A traffic video survey was undertaken on Wednesday 23 March 2026 at three school's crossovers providing access into the parent/visitor car park in order to understand the existing traffic patterns. The survey was undertaken during the peak school activity periods in the morning (7:15-9:15AM) and afternoon (2:15-4:15PM) so to capture the activities associated with the regular school morning drop-offs and afternoon pick-ups.

The survey was also scheduled immediately after the completion and opening of the adjacent Henley Street/Asturian Drive roundabout intersection in order to avoid recent roundabout-related construction traffic which impacted the regular school traffic activities in recent period.

The survey results detail the time vehicles to drop off students and pick up students, which ultimately assists in determining the demand and number of car parking bays and drop-off/pick-up bays required to avoid vehicles queuing on the surrounding roads.



The results of the survey found that:

- The ratio of cars entering the school to the number of students was approximately 0.5 to 1.
- Approximately 67% of cars arrived between 8:00am – 8:30am for morning drop-off; and
- Approximately 90% of cars arrived between 2:30pm – 3:00pm for afternoon pick up.

2.2 Temporary Management Plan

As a result of the surveys conducted and the concerns raised by the City of Swan and the local community, Transcore and AIC, in conjunction with the City of Swan, prepared a Temporary Traffic and Access Management Plan to deal with the immediate issue.

The Temporary Traffic Management Plan was implemented on Monday 18 May 2026 and will be in place until the completion of the internal school construction activities which are scheduled for July 2027.

The Temporary Traffic Management Plan entails the following elements:

Crossover 1 (Lesmurdie Place/ Asturian Drive)

- All movements (left in/ left out/ right in/ right out) are allowed at this access location.

As the private bus will not be operational till after the completion of the construction activities, the bays allocated for school buses is proposed to be used as drop off/pick up for at least Year 4 - 6 students. This access will be controlled by a school marshal. When the drop-off/ pick-up area on Lesmurdie Place is full, parents will be directed to Crossover 3 (Gate No. 3) on Henley Street by school marshal.

Crossover 2 (southern access on Asturian Drive – Gate No. 2)

- No entry from Asturian Drive is permitted;
- Left out movement onto Asturian Drive are permitted; and,
- Right out movement onto Asturian Drive are permitted.

This crossover will also be controlled by a school marshal to prohibit entries by parents.

Crossover 3 (western crossover on Henley Street – Gate No. 3)

- No entry from Henley Street is permitted;
- No right out exit movement onto Henley Street is permitted;
- Only left out exit movement onto Henley Street is permitted.

This crossover will also be controlled by a school marshal to prohibit entry and right out exits by parents.

Crossover 4 (eastern crossover on Henely Street – Gate No. 6)

- All movements (left in/ left out/ right in/ right out) are allowed at this crossover.

Carpark between Crossovers 3 and 4

- One-way northbound traffic direction on both lanes;
- Parking is allowed in the marked parking bays;
- Existing drop-off/ pick-up area maintains operation as normal;
- No parking or standing is permitted on the two drive through lanes.

This area will be controlled by a school marshal.

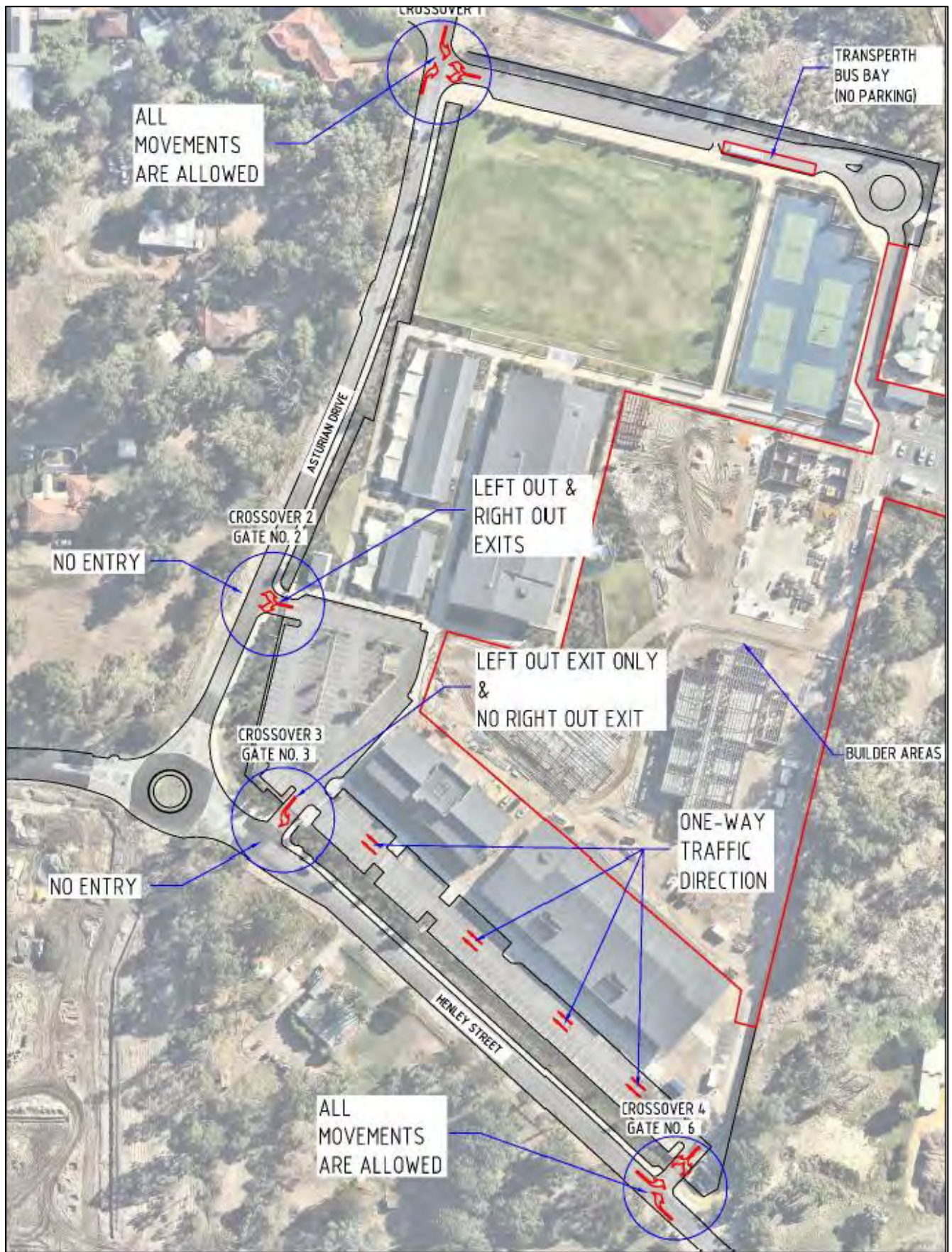


Figure 2: Temporary Management Plan

2.3 *Review of Temporary Management Plan*

To assess the operations and success of the Temporary Management Plan, Transcore organised the video surveys to monitor the arrangements implemented within the subject site. The surveys were undertaken on 26th May 2026, with a total of five (5) cameras strategically positioned on the road network and across the school campus to fully capture the traffic operations at three separate car park areas.

A review of the video surveys has indicated that the Lesmurdie Place drop-off/pick-up area, designated for Years 4–6, was underutilised and noted very limited use on the day of the survey. It was also observed that, during the afternoon school pick-up period, some parents parked on the verges on both sides of Henley Street. In addition, several prohibited entry movements were recorded at the western Henley Street crossover. The surveys further indicated that the car park located parallel to Henley Street experienced high demand, particularly during the afternoon pick-up period, however, it appeared to operate reasonably well and efficiently.

Based on these observations, it is recommended that the Temporary Management Plan be updated to ensure that school wardens are stationed at the crossovers and car parks to discourage prohibited traffic movements at the crossovers with restricted movements and to prevent forbidden verge and on-street parking along both Henley Street and Asturian Drive.

It is also recommended to allocate more school traffic to the drop-off/ pick-up area on Lesmurdie Place. This would help relieve traffic pressure on the other drop-off and pick-up areas throughout the school site and eliminate the observed verge parking on Henley Street.

In conclusion the Temporary Traffic Management Plan appears to operate reasonably well as all congestion and queueing on the abutting roads have been removed.

3 Response to Matters and Concerns

While it is noted that the Temporary Management Plan has been successful in alleviating traffic congestion on the surrounding road network, the school is currently operating with 1000 students, and the proposal is to increase this number to 1510 students.

The proposed Parking, Traffic and Access Operational Management Plan has been developed based on a range of data, surveys and modelling, however most importantly, in response to concerns raised by the City of Swan and the local community.

The table outlines how these key concerns as well as the matters raised by the Development Assessment Panel have been addressed.

Matter Raised	Plan Response
Class operational hours, including the opportunity to stagger these	The school hours will be amended to include a 10 minute time difference between the primary school and the high school start and finish time. Kindy/Pre-Primary Hours: 8:20am – 3:10pm Primary School Hours: 8:20am – 3:20pm High School Hours: 8:30am – 3:30pm It is noted that further staggering can be implemented, however this will be dependent on whether the monitoring demonstrates a need to do so.
Appropriate arrangements for drop-off and pick-up to avoid on-road queuing and parking	High School • The high school (Henley Street frontage) pick-up/drop-off will be relocated to the eastern internal road alongside the specialty classrooms. • The entry point to the high school drop off/pick up bays is via Lesmurdie Place • The number of high school drop off/pick up bays is increased from 13 bays to 34 bays. • An <i>on-site</i> queuing area of approximately 150m is provided before reaching the drop off/pick up bays (approximately 30 cars). • Provision of 23 dedicated high school car parking bays. Primary School • The travel direction of the primary school pick-up/drop-off bays is rotated to enter on the south side and exit on the western side via Asturian Drive and will be one-way only. • The entry point to the primary school drop off/pick up bays is via Henley Street east. • An <i>on-site</i> queuing area of approximately 160m is provided before reaching the drop off/pick up bays (approximately 32 cars). • Provision of 87 dedicated primary school car parking bays.
Accessibility, including gate opening arrangements	Each access point will have a defined role. • Henley Street East access is amended to left-in/left-out only at all times. • Henley Street West access is amended to left in/left-out only, however will be exit-only during peak AM/PM periods. • Lesmurdie Place access becomes entry only.

Matter Raised	Plan Response
	• Asturian Drive access becomes exit only. One-way vehicle movements will be implemented along the eastern internal road, through the Henley Street frontage (during peak periods only) and through the primary school drop-off/pick-up area. The school vehicle access gates will be opened from 7:30am – 9:00am in the morning and from 2:15pm in the afternoon. During the hours of 9:00am – 2:15pm the school's gates will remain closed for the safety of the students. Notwithstanding, the left side of the Henley Street West access gate will remain closed during peak periods to ensure vehicles do not enter at this point during peak times. During school hours (9am–2:15pm), the gate will remain completely open for guests and visitors.
Traffic management/ appointment and operation of school wardens	Wardens will be deployed at the key access points, drop-off zones and pedestrian conflict points during school peak periods.
Advice and information provided to staff, students and parents/carers	The school will issue parent maps, app notifications, emails, newsletters, dashboard cards, term reminders and compliance notices.
Site signage and pavement markings	The final plan will include directional arrows, bay labels, left-in/left-out signage, no right turn signage, one-way markings, kiss-and-drive rules and staff/visitor parking labels.

4 School Population and Operating Assumptions

The ultimate school population will comprise the following:

User group	Number
Kindy / Pre-Primary	150 students
Years 1-6	660 students
Years 7-12	660 students
Total students	1,510 students
Staff	105 staff

The above student number represents the maximum school population and does not directly translate to the number of vehicles arriving or departing in the same critical peak period. A proportion of students will arrive earlier or depart later because of afternoon tuition and sporting programs, on-site before and after-school care, private bus services, public transport and walking and cycling options. In addition, traffic demand should also be assessed by reference to family numbers, not only student numbers, because siblings commonly travel together in the same vehicle.

Demand Item	Reduction	Data Provided from School	Treatment in Assessment
Before and After School Care		Approximately 30 primary school students per day attending before and after-school care.	Deduct 30 primary students from AM and PM peak drop-off demand.
Afternoon programs		Approximately 100 high school students per day participating in an afternoon program.	Deduct 100 high school students from PM peak pick-up demand.
Private school bus		50 seat private school bus travelling between Ballajura Train Station and AIC Henley Brook.	Deduct 50 students from AM and PM peak pick-up demand (10 primary students and 40 high school students).
Transperth/Public transport		Conservative approach of 50 students.	Deduct 50 high school students from AM and PM peak pick-up demand.
Walking / cycling		Approximately 3% of students (45 students) live within 1km of the school.	No deductions at this stage.
Sibling travel		Currently the school has 1000 student enrolled, who come from 544 different families. Based on this year's data, the ratio is 0.54 families per student.	A ratio of 0.6 families per student has been considered for the purposes of this management plan. Deduct 200 primary students and deduct 200 high school students.
Staff with students attending the AIC		AIC have advised that it is common practice that school's staff also have their children attending the school. Currently, approximately 10% of the students have parents working at the school and will arrive to school with them and park in the dedicated staff parking bays.	Conservatively deduct 100 students (50 primary and 50 high school) from peak AM and PM periods.

5 Trip Generation Rates

Transcore's Access and Operational Management Plan dated June 2026 suggests that the peak morning period is **8:00am – 9:00am** and the peak afternoon period is slightly longer, between **2:15pm – 3:30pm**.

In addition, the report also notes that critical peak periods occur between 8:00am – 8:30am in the morning and 3:00pm – 3:30pm in the afternoon.

Based on the above the operating assumptions the traffic generated in the AM and PM peak periods is:

User group	Number of Students		Number of Vehicles
Kindy / pre-primary	150 students	AM	150 vehicles
		PM	150 vehicles
Years 1-6	660 students	AM	370 vehicles
		PM	370 vehicles
Years 7-12	660 students	AM	320 vehicles
		PM	220 vehicles
Total Students	1510 students	AM Peak period Total Vehicles	840 vehicles
		PM Peak period Total Vehicles	740 vehicles

This is largely consistent with the Traffic Impact Assessment which models approximately 883 vehicles with students being dropped off during the **AM peak period** and 883 vehicles during **PM peak period** (refer to Table 1 of the Traffic Impact Assessment).

In addition to the above trip generation rates, vehicle trips will also be generated from staff and visitors to the site. To limit the conflict of staff traffic and student traffic when entering and exiting the school grounds, AIC have adopted a strict start and finish time for the staff of 7:45am – 4:15pm.

6 School Access and Circulation Strategy

6.1 Proposed Modifications

The revised access strategy separates primary school, high school, staff/visitor and bus movements as far as practicable. The previous Henley Street frontage drop-off/pick-up bays are removed from the drop-off/pick-up system and will be converted to staff/visitor parking. This is a critical change as sufficient queuing capacity cannot be provided for the Henley Street frontage drop-off arrangement, and AIC does not support that arrangement as an operationally suitable model.

The revised arrangement relies on internalised circulation and controlled access restrictions rather than informal parent behaviour. The access system is to be legible, enforceable and supported by physical works, signage, pavement markings and school warden supervision.

The eastern Henley Street access will be permanently modified to operate as a left-in / left-out only access through the construction of a central median treatment along Henley Street, as illustrated in the Henley Brook Local Structure Plan.

The western Henley Street access will operate as an exit-only access for the car park on Henley Street and will be restricted to left-out only movements. Parent vehicles will not be permitted to enter the primary loop via the western Henley Street access. The left gate will be closed during the peak AM and PM period to ensure parents do not attempt to enter the site at this access point. Outside of peak AM and PM periods, this gate will be opened to allow for visitors to enter and exit the site.

Vehicles exiting the school via either Henley Street access points that need to travel west will be able to continue east to the new Henley Street / Henley Brook Avenue roundabout, undertake a safe and controlled turn-around movement, and then travel west along Henley Street. This avoids U-turns, informal manoeuvres or right-turn exit movements at the school frontage.

The detailed design of the Henley Street access modifications, including median length, access throat width, kerbing, signage and swept paths, is to be confirmed through the civil design and traffic engineering process and approved by the City of Swan.

Access point	Function	Movement restriction
Henley Street East access	- Primary school drop off entry - Henley Street car park entry - High school drop off exit	Permanent left-in / left-out only.
Henley Street West access	Henley Street car park exit	Exit-only and left-out only during peak AM and PM periods. Gate opened for visitors to enter outside of peak periods.
Lesmurdie Place access	- High school drop off entry - Staff access and bus access as required	Entry only into the eastern internal road and bus/staff areas as shown on the final plan.
Asturian Drive access	- Primary school drop off exit - Primary school car park exit	Movement is restricted to exit only.



Figure 3: Overall Access and Circulation Plan.

6.2 *Avoiding Conflict at Henley Street East*

The eastern Henley Street access will perform two functions: primary school parent entry by left-in movement and high school parent exit by left-out movement. This access point must therefore be designed and managed as a controlled split-function access. Construction modifications will be required at this location. These works are to be resolved through detailed civil design and supported by swept path assessment.

Design / management requirement	Purpose
Modified or widened crossover throat where required	Allows inbound and outbound movements to be separated and prevents crossover blockage.
Separate inbound and outbound lanes	Prevents primary vehicles from entering or queuing within the high school exit lane.
Directional arrows	Reinforces one-way internal circulation and immediate route choice.
Primary Entry signage	Directs primary parents into the correct internal loop.
High School Exit signage	Identifies the left-out only high school exit route.
Left In / Left Out Only and No Right Turn signage	Reinforces the permanent median restriction.
Warden position inside the site	Allows on-site metering and redirection without managing traffic on the public road.
Swept path assessment	Confirms the arrangement accommodates passenger vehicles and relevant service vehicles.

If the high school exit queue approaches the access point, the Henley Street East warden will temporarily meter primary entry movements until the exit lane clears. Primary vehicles will not be permitted to queue across or block the high school exit lane.

If monitoring demonstrates repeated conflict at Henley Street East, the school will implement additional controls such as revised warden positioning, additional line marking, parent re-education, modified dismissal timing or further civil modification.

7 Primary School Drop-off/Pick-up Bays

Based on the assumptions provided in Part 4, it is assumed that 370 vehicles associated with the primary school (years 1-6) will enter the school in the morning and afternoon, where it is estimated that 20% will park and drop-off/collect and 80% will utilise the drop-off/pick-up facilities.

7.1 Morning Period Demand

During the morning period, the demand for the drop off/pick up bays, based on the surveyed drop-off times and the 80% assumption, is as follows:

MORNING PERIOD			Capacity (1 minute/bay) = 195 bays	Capacity (2 minutes/bay) = 97 bays
Time	% of vehicles arriving	Number of Vehicles		
8:00am – 8:15am	27.8%	82 vehicles	Estimated 42% capacity	Estimated 85% capacity
8:15am – 8:30am	39.9%	118 vehicles	Estimated 60% capacity	Estimated 122% capacity
8:30am – 8:45am	18.6%	55 vehicles	Estimated 28% capacity	Estimated 57% capacity
8:45am – 9:00am	13.7%	41 vehicles	Estimated 21% capacity	Estimated 42% capacity
AM Primary School Total Vehicles	370 vehicles = 100%	296 vehicles (80% of 370)		

The above tables demonstrate that the 13 drop-off/pick-up bays available for the primary school, is sufficient to cater for the number of students in the primary school whereby approximately 80% of the estimated number of vehicles would utilise the pick-up/drop off facilities and the turn around time for each drop-off/pick-up is 1 minute. The tables however, do suggest that in scenario where a turnaround time of 2 minutes is allocated per bay, there are highly likely to be vehicles waiting to enter into a car bay, during the critical peak period. In this situation, an on-site queuing area of approximately 160m, which can fit approximately 32 cars is available along the Henley Street frontage.

7.2 Afternoon Period Demand

While the modelling demonstrates that sufficient car parking bays and drop-off/pick-up bays have been provided for the morning period, the afternoon period demonstrates considerably more demand as vehicles arrive at the site, however cannot leave until school finishing time.

The survey data found that vehicles were arriving as early at 2:15pm for 3:00pm school finish. In this instance, vehicles were waiting over 45 minutes. Based on the percentage of vehicles arriving before pick up time (97%), it is anticipated that the drop-off/pick-up bays (13), the primary car parking bays (87) and the entire primary queueing area (32) will be at capacity approximately 15-30 minutes prior to school finishing.

The table below demonstrates the number of vehicles that is anticipated to arrive to the school before school finishing time.

AFTERNOON PERIOD		
Time	% of vehicles arriving	Total Vehicles before school finish time
2:15pm – 2:30pm	8.3%	43 vehicles
2:30pm – 2:45pm	36.8%	234 vehicles
2:45pm – 3:00pm	52.3%	272 vehicles

To cater for this demand, it is proposed that the Kindy and Pre-Primary students finish 10 minutes earlier than the primary school, at 3:10pm. At this point, it is difficult to measure whether this additional staggered time will be enough to address the afternoon pick up, however further monitoring and review of this will determine whether further work is required here.

7.3 Primary School Drop-off and Pick-up Operation

The primary school drop-off/pick-up system will operate as a one-way internal loop. The purpose of the loop is to contain primary school queuing within the school site, avoid queuing on Henley Street and provide a simple route that can be communicated to parents and managed by school wardens.

Primary school parent vehicles will use the following sequence:

1. Approach the school travelling eastbound on Henley Street.
2. Enter the site via the eastern Henley Street access using the left-in movement only.
3. Turn left at the Henley Street East access into the designated one-way primary loop.
4. Turn right and circulate through the primary drop-off/pick-up area.
5. Use one of the 13 primary drop-off/pick-up bays.
6. Exit via the Asturian Drive access point using either a left or right movement.

The primary drop-off/pick-up area will provide 13 operational bays. Vehicle movements will be in a one-way direction within the primary drop-off/pick up circulation loop (coloured purple in Figure 3) ensuring sufficient space is available for vehicles to manoeuvre in and out of car bays, whilst also maintaining a safe environment for pedestrians travelling to and from the primary parking area 1.

When primary vehicles are queuing and waiting for a pick up/drop off bay to become available, vehicles will wait at the location marked 'start of primary queuing area' and will be directed by the warden to proceed when a bay becomes available.

Two school parking wardens will be placed at the designated crosswalk locations shown in Figure 4. The wardens will direct vehicles to available drop-off/pick-up bays, stop traffic to allow children to cross into the car park and ensure the circulation of vehicles is running smoothly and efficiently. During the initial stages of the implementation, additional wardens may be required at the Henley Street West and Austrian Drive exit points, to ensure the plan is being implemented correctly by parents.

The afternoon period is the critical management period and will require active parent communication, staggered dismissal, warden control, supervised student waiting areas and enforcement of arrival windows.

Parents will be instructed not to arrive more than 10 minutes before the relevant dismissal time unless using a designated parking bay.

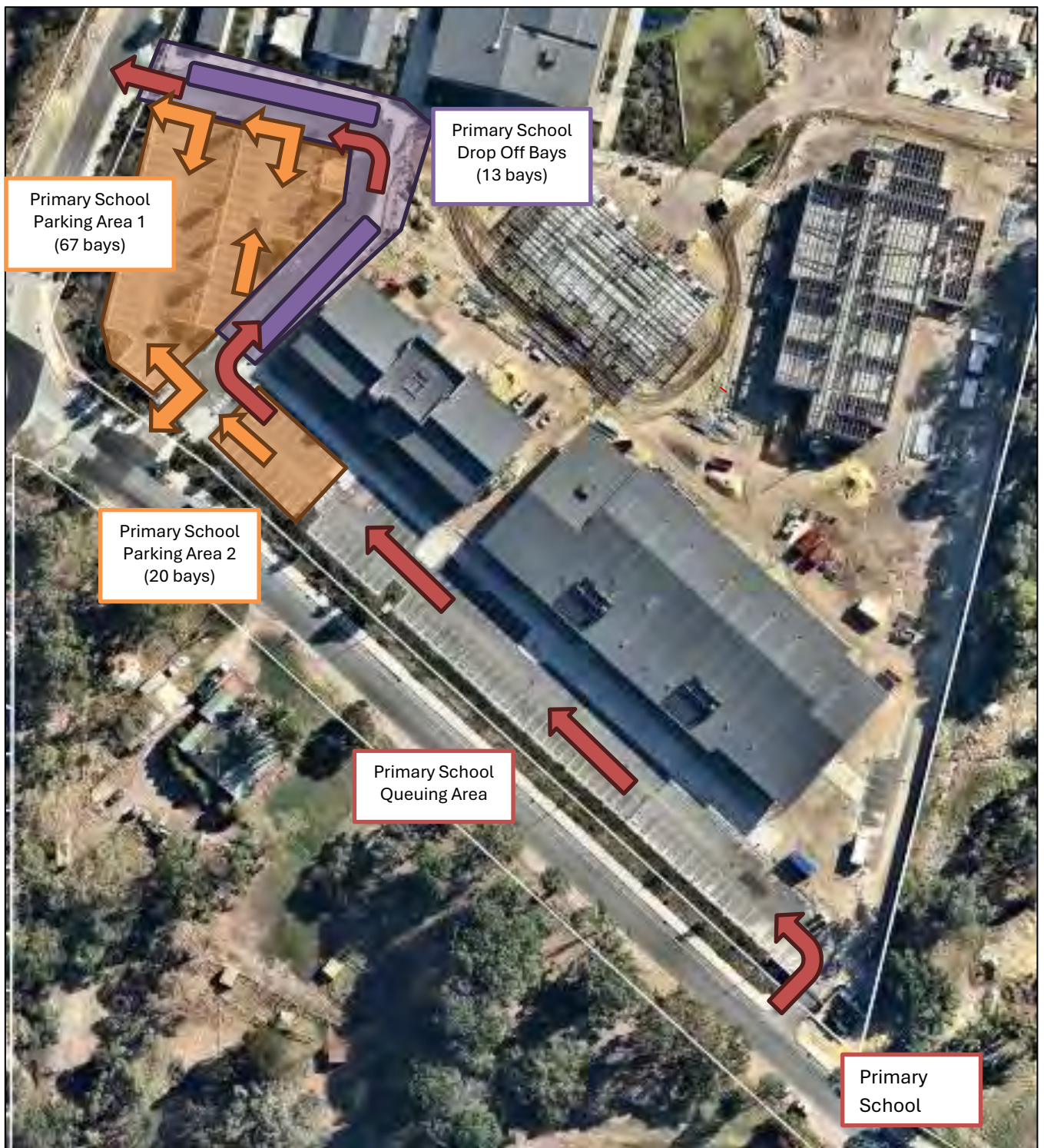


Figure 4: Primary School Pick-Up/Drop-Off Circulation Plan.

8 Primary School Designated Parking

8.1 Car Parking Demand

In terms of car parking bays, a total of 87 bays have been allocated for the parents of primary school students and will be designated accordingly. The actual demand for these car parking bays, is based on the remaining 20% of cars that did not utilise the drop-off/pick-up bays (74 vehicles) as well as all of the estimated kindy/pre-primary vehicles (150 vehicles). It is also estimated that the turn-around time for each bay is 10 minutes.

Parents will be made aware that all Kindy and Pre-Primary students are required to be dropped off and picked up at the classroom door and are unable to use the drop off/pick up bays. All Kindy and Pre-Primary parents will be required to park in the designated on-site primary car park and walk children to and from the classroom using the designated pedestrian routes.

The table below also demonstrates that sufficient car parking bays have been provided for the primary school parents.

MORNING PERIOD			Capacity (10 minutes/bay) = 130 bays
Time	% of vehicles arriving	Number of Vehicles	
8:00am – 8:15am	27.8%	63 vehicles	Estimated 49% capacity
8:15am – 8:30am	39.9%	89 vehicles	Estimated 68% capacity
8:30am – 8:45am	18.6%	42 vehicles	Estimated 32% capacity
8:45am – 9:00am	13.7%	31 vehicles	Estimated 24% capacity
AM Primary School Total Vehicles	224 vehicles = 100%	224 vehicles (80% of 370)	

8.2 Primary School Car Park Operations

Users of the primary car park are still required to enter the school via Henley Street East and exit via Asturian Drive. The southern access points to the Primary Parking Area 1, will be signposted as entry only to ensure to reduce potential congestion and vehicle conflict at the Henley Street West internal four-way intersection.

9 High School Drop-off/Pick-up Bays

Based on the assumptions provided in Part 4, it is assumed that 320 vehicles associated with the high school will enter the school in the morning and 220 vehicles in the afternoon, where it is estimated that 90% will utilise the drop-off/pick-up facilities.

9.1 Morning Period Demand

During the morning period, the demand for the drop off/pick up bays, based on the surveyed drop-off times and the 90% assumption, is as follows:

MORNING PERIOD			Capacity (1 minute/bay) = 510 bays	Capacity (2 minutes/bay) = 255 bays
Time	% of vehicles arriving	Number of Vehicles		
8:00am – 8:15am	27.8%	80 vehicles	Estimated 16% capacity	Estimated 32% capacity
8:15am – 8:30am	39.9%	115 vehicles	Estimated 23% capacity	Estimated 45% capacity
8:30am – 8:45am	18.6%	53 vehicles	Estimated 11% capacity	Estimated 21% capacity
8:45am – 9:00am	13.7%	40 vehicles	Estimated 8% capacity	Estimated 16% capacity
AM High School Total Vehicles	320 vehicles = 100%	288 vehicles (90% of 320)		

The above tables demonstrate that the 34 drop-off/pick-up bays available for the high school, is more than sufficient to cater for the number of students in the high school whereby approximately 90% of the estimated number of vehicles would utilise the pick-up/drop off facilities and the turn around time for each drop-off/pick-up is up to 2 minutes.

9.2 Afternoon Period Demand

While the modelling demonstrates that sufficient car parking bays and drop-off/pick-up bays have been provided for the morning period, the afternoon period demonstrates considerably more demand as vehicles arrive at the site, however cannot leave until school finishing time.

The survey data found that vehicles were arriving as early at 2:15pm for 3:00pm school finish. In this instance, vehicles were waiting over 45 minutes. Based on the percentage of vehicles arriving before pick up time (97%), it is anticipated that the drop-off/pick-up bays (34), the high school car parking bays (23) and the entire high school queueing area (30) will be at capacity approximately 15 minutes prior to school finishing.

The table below demonstrates the number of vehicles that is anticipated to arrive to the school before school finishing time.

AFTERNOON PERIOD		
Time	% of vehicles arriving	Total Vehicles before school finish time
2:15pm – 2:30pm	8.3%	18 vehicles
2:30pm – 2:45pm	36.8%	81 vehicles
2:45pm – 3:00pm	52.3%	115 vehicles

To cater for this demand, AIC will strongly encourage parents not to arrive before school finishing time.

9.3 High School Drop-off and Pick-up Operation

The high school drop-off/pick-up area will be located on the eastern internal road and provides a dual lane parallel drop-off/pick-up parking bay area with 17 bays on each side, providing a total of 34 drop-off/pick-up bays.

High school parent vehicles will enter the site from Lesmurdie Place in single file and travel south along the one-way eastern internal road forming a queue. At the start of the queuing area, vehicles will split into two lanes to utilise either the west side or the east side pick-up/drop-off bays. Students will be able to cross to the eastern side at the two crosswalk points located at either end of the pick-up/drop-off bay area as illustrated in figure 5. Both of these crosswalks will be monitored by school wardens. After drop-off or pick-up, vehicles will continue south and exit the school via the eastern Henley Street access using a left-out movement only.

The eastern internal road will operate as a one-way southbound internal circulation route during the school peak periods. This allows high school traffic to be managed in a single direction and prevents conflicting two-way movements along the eastern road.

10 High School Designated Parking

For parents wishing to park, high-school parent and student (for those who drive) car bays will be available along Henley Street. This car park is to be accessed from Henley Street east to avoid being 'stuck' in a queue along the eastern internal road. Given the 10 minute staggered time of the primary and high school, it is expected that traffic associated with the primary pick-up/drop-off area would have eased before peak pick-up/drop-off period of the high school begins.



Figure 7: High School Drop-off/Pick-up Plan.

11 School Parking Allocation Plan

Parking user	Management measure	Number of Bays
Staff parking bays	Staff-only parking areas clearly marked and signed. Staff parking locations are to be labelled on the final plan.	95 bays
Visitor parking bays	Visitor bays near administration or nominated areas. Visitor movements are to be discouraged during school peak times unless necessary.	15 bays
Primary drop-off/pick-up	Designated parent parking for park-and-walk collection only.	13 bays
Primary parents parking	Primary loop and designated parent parking only.	87 bays
High school drop-off/pick-up	High school eastern internal road drop-off/pick-up only.	34 bays
High school parents and student parking	Designated student parking for Year 12's and parent parking for park-and-walk collection only.	23 bays
Bus Parking (Lesmurdie Place)	Dedicated bus zone only.	2 Transperth bus bays 2 Private bus bays
On-street parking (Lesmurdie Place)	Existing bus bay line-marking to be re-painted – subject to City of Swan approval.	

11.1 Staff and Visitor Parking

The former Henley Street frontage drop-off bays will be converted to staff/visitor parking. These bays will not form part of the active school drop-off or pick-up operation during the morning or afternoon school peak periods.

Staff will be required to park only in designated staff parking areas. Staff will not be permitted to use parent drop-off/pick-up bays or parent parking during the school peak periods. In addition, AIC have implemented strict staff start and finish times of **7:45am to 4:15pm**. This will ensure that the staff arrivals and departures will not conflict with the peak AM and PM periods for student drop-off and pick-up.

Visitors will be directed to designated visitor bays. Wherever possible, visitor appointments will be scheduled outside the morning and afternoon school peak periods.

11.2 Loading and Service Vehicles

A separate loading bay is not required to be shown on the plan at this stage. Deliveries, servicing and loading activities will be scheduled outside the school drop-off and pick-up peak periods wherever practicable.

Outside peak periods, nominated drop-off/pick-up bays may be used for short-term loading and servicing. Loading, deliveries and waste collection will not occur within the drop-off/pick-up bays during the morning or afternoon school peak periods unless specifically approved and managed by school administration.

Service vehicle movements will be planned so they do not conflict with students, parent vehicles, buses, the Kindy/PP park-and-walk movement or the primary/high school drop-off systems.

Period	Loading arrangement
7:30am-9:00am	No loading or servicing in active drop-off/pick-up bays.
2:30pm-4:00pm	No loading or servicing in active drop-off/pick-up bays.
Outside peak periods	Nominated drop-off/pick-up bays may be used for short-term loading where managed by school administration.

12 Operational Matters

12.1 Signage and Pavement Markings

The revised access system must be supported by clear signage and pavement markings. The following signage and marking schedule should be reflected on the final plans:

Location	Required signage / marking
Henley Street East	Left-in / left-out only, no right turn, primary entry, high school exit.
Henley Street West	Exit only, left-out only, no entry, no right turn.
Central Henley Street median	Physical restriction of right turns.
Primary loop	One-way arrows, bay numbering, no parking in aisle, keep clear marking where required.
High school eastern internal road	One-way arrows, bay numbering, keep clear markings.
Former Henley Street drop-off bays	Staff/visitor parking only.
Bus area	Bus zone only, no parent drop-off/pick-up.
Drop-off/pick-up bays	Kiss-and-drive only, driver to remain in vehicle, active loading only.
Parent parking	Park-and-walk only where applicable.
External roads	No stopping on road or verge.
Internal crossings	Pedestrian priority / supervised crossing.

12.2 School Gates

The school's vehicle access gates will operate during the morning peak period from 7:30am to 9:00am and will reopen from 2:15pm for the afternoon pick-up period. Between 9:00am and 2:15pm, the principal student access gates will remain closed to restrict unauthorised vehicle movements and maintain student safety.

The Henley Street West access will operate differently. During peak drop-off and pick-up periods, the left-hand side of the gate will remain closed to prevent vehicles from entering the site at this location. Outside peak periods, between 9:00am and 2:15pm, the gate will be fully opened to provide controlled access for authorised visitors and guests.

12.3 School Wardens

School wardens will be appointed during the morning and afternoon peak periods to manage internal circulation, bay turnover, parent behaviour and pedestrian safety.

Wardens will be located inside the school site and will not act as authorised traffic controllers on the public road network. Their role is to manage on-site circulation, provide instructions to parents, reinforce the approved access system and record non-compliance.

Warden location	Role
Henley Street East access	Manage separation between primary entry and high school exit movements. Meter primary entry if required. Prevent vehicles blocking the access throat.
Henley Street West access	Manage exit-only and left-out only operation for the primary loop. Prevent entry at the western access.
Lesmurdie Place access	Direct high school vehicles into the eastern internal road. Prevent parent misuse of bus/staff areas.

Primary drop-off loop	Keep vehicles moving, prevent long-stay parking, manage the move-on rule and supervise student loading/unloading.
High school drop-off area	Manage 17-bay turnover, prevent queuing in aisles and direct vehicles to continue to Henley Street East exit.
Kindy/PP parking area	Manage pedestrian movements and ensure park-and-walk parents use the designated pedestrian routes.
Bus area	Prevent parent drop-off/pick-up activity in bus facilities and maintain separation between buses and parent vehicles.
Roving external check	Monitor and record verge/on-street parking during the first month of operation and during any further review period.

12.4 Parent Drop-off and Pick-up Rules

The following rules will apply to all parents and carers:

1. Parents must use their allocated access point and drop-off/pick-up zone.
2. Parents must not stop, wait, queue or park on Henley Street, Asturian Drive, Lesmurdie Place or adjoining verges.
3. Drop-off/pick-up bays are active loading bays only during the school peak periods.
4. Drivers must remain in their vehicle while using drop-off/pick-up bays.
5. Students must enter and exit from the kerbside passenger side only.
6. Students must have bags and belongings ready before the vehicle enters the drop-off/pick-up bay.
7. Parents must not wait in internal circulation aisles.
8. Parents must follow warden directions.
9. Parents must not use staff, visitor or bus bays for student drop-off or pick-up.
10. Right-in and right-out movements at the Henley Street accesses are not permitted.
11. Parents who need to travel west after a left-out exit are to use the Henley Street / Henley Brook Avenue roundabout and return west via the roundabout.

12.5 Afternoon Pick-up Controls

The afternoon pick-up period is the period most likely to generate waiting, queuing and parent non-compliance. The school will therefore apply additional management controls during the afternoon peak.

Students will be supervised in designated waiting areas and will be called or directed to the drop-off/pick-up bays when their parent/carer arrives. This avoids parents remaining in the bays for extended periods while waiting for students who are not ready.

Control	Purpose
Supervised student waiting areas	Prevents parents waiting too long in active bays.
Move-on rule	If a student is not ready, the parent must circulate and rejoin the sequence.
Staggered Kindy/PP dismissal	Clears park-and-walk parents before the main school peak.
Separate primary and high school routes	Reduces conflict between cohorts.
Wardens at internal decision points	Keeps traffic moving and prevents wrong-way movements.
No waiting in aisles	Prevents internal blockage.
No verge parking	Protects road safety and residential amenity.

13 Alternative Transport Options

13.1 Student Residential Locations

Figure 9 below illustrates that approximately 22% of students currently reside in Ellenbrook and Aveley and approximately 45% of students live in Henley Brook, Brabham, Dayton, Caversham, Bennett Springs, Beechboro, Ballajura and Mirrabooka. The remaining 37% of students reside in an additional 60 different suburbs across the Perth Metropolitan Region.

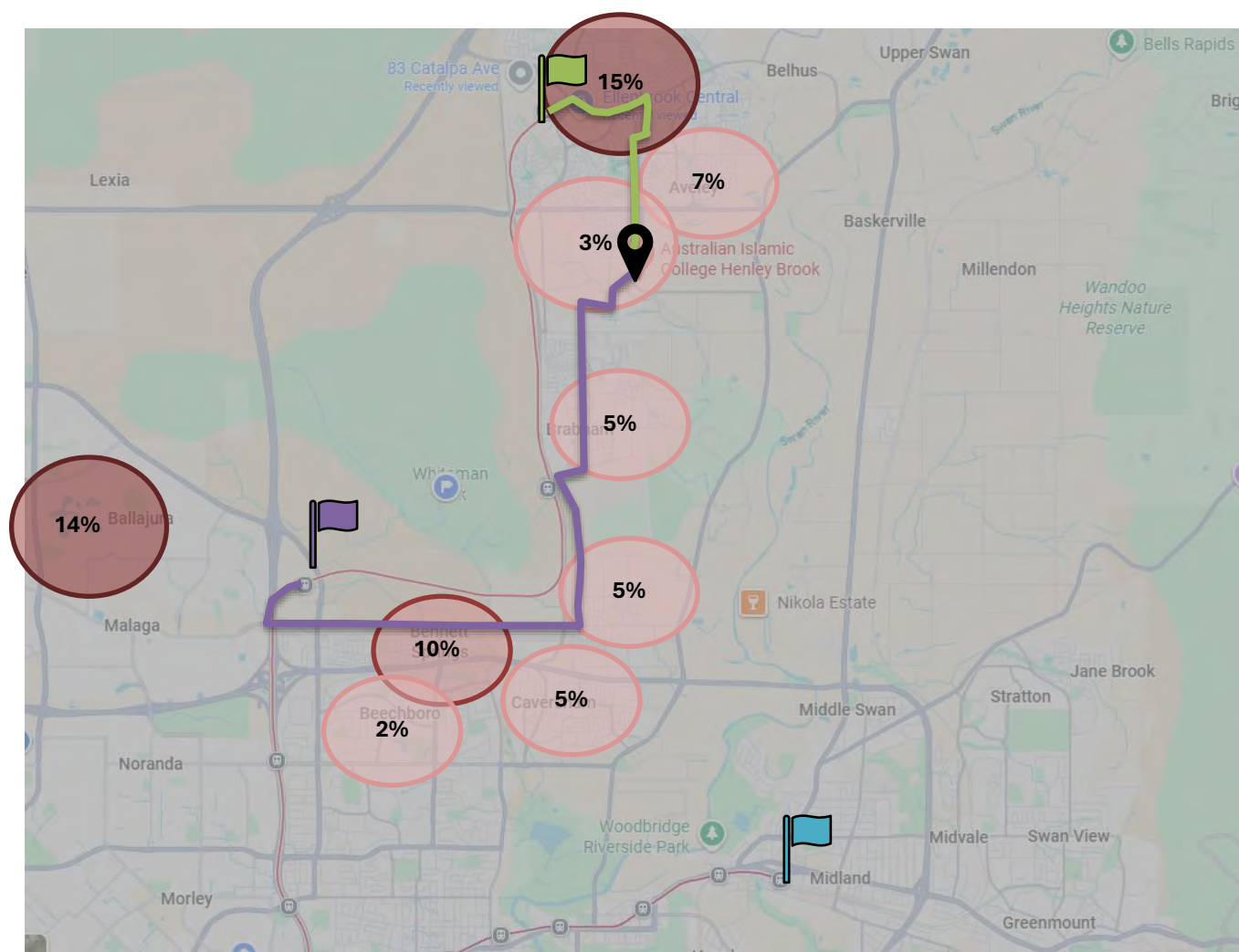


Figure 9: Student Residential Locations and Bus Routes

Consistent monitoring of this data will enable the school to understand the potential demand for alternative travel options and amend private bus routes or provide additional routes as based on the demand.

Based on the current residential locations of the students, it is evident that the existing Transperth bus route is sufficient in accommodating 22% of the students who live in Henley Brook, Aveley and Ellenbrook and at this stage, it is expected that the school will operate one separate private bus services to supplement the existing Transperth bus route. It is likely that this bus will travel in south-west direction towards Ballajura Train Station, via the new residential areas in Henley Brook, Brabham, Dayton and Bennett Springs.

An additional private bus service travelling in a south-east direction towards Midland Train Station has also been considered, however based on the school's current data on the student's residential address, it does not appear that a private bus servicing the south-east region, would be required.

It is expected that as the surrounding suburbs grow, there will be greater demand for a private bus service and additional public bus routes are likely to be added along Henley Street and from Lesmurdie Place.

13.2 Transperth Bus

The existing Transperth bus currently operates route number 348 from Lesmurdie Place to Ellenbrook Station via various stops through Aveley and Ellenbrook, with a complete journey time of 13 minutes.

The TransPerth bus timetable provides one bus arriving at the school at 8:06am and another bus arriving at 8:27am on Monday to Friday. In the afternoons, the TransPerth bus departs Lesmurdie Place at 3:44pm, 4:07pm, 4:31pm, 4:55pm and 5:19pm. The first departure time of 3:44pm is 14 minutes after the high school finishing time and 24 minutes after the primary school finishing time, allowing for a significant portion of the peak traffic to have cleared before the bus departs.

The Traffic Impact Assessment prepared by Transcore in January 2026 suggests that 150 students (approximately 10% of the students) are likely to use the TransPerth bus. This estimate is supported by the fact that approximately 22% of current students reside in Aveley and Ellenbrook.

The school will also promote the available Transperth service and public transport options, particularly to high school students. Bus information will be included in parent communications at the commencement of each term.

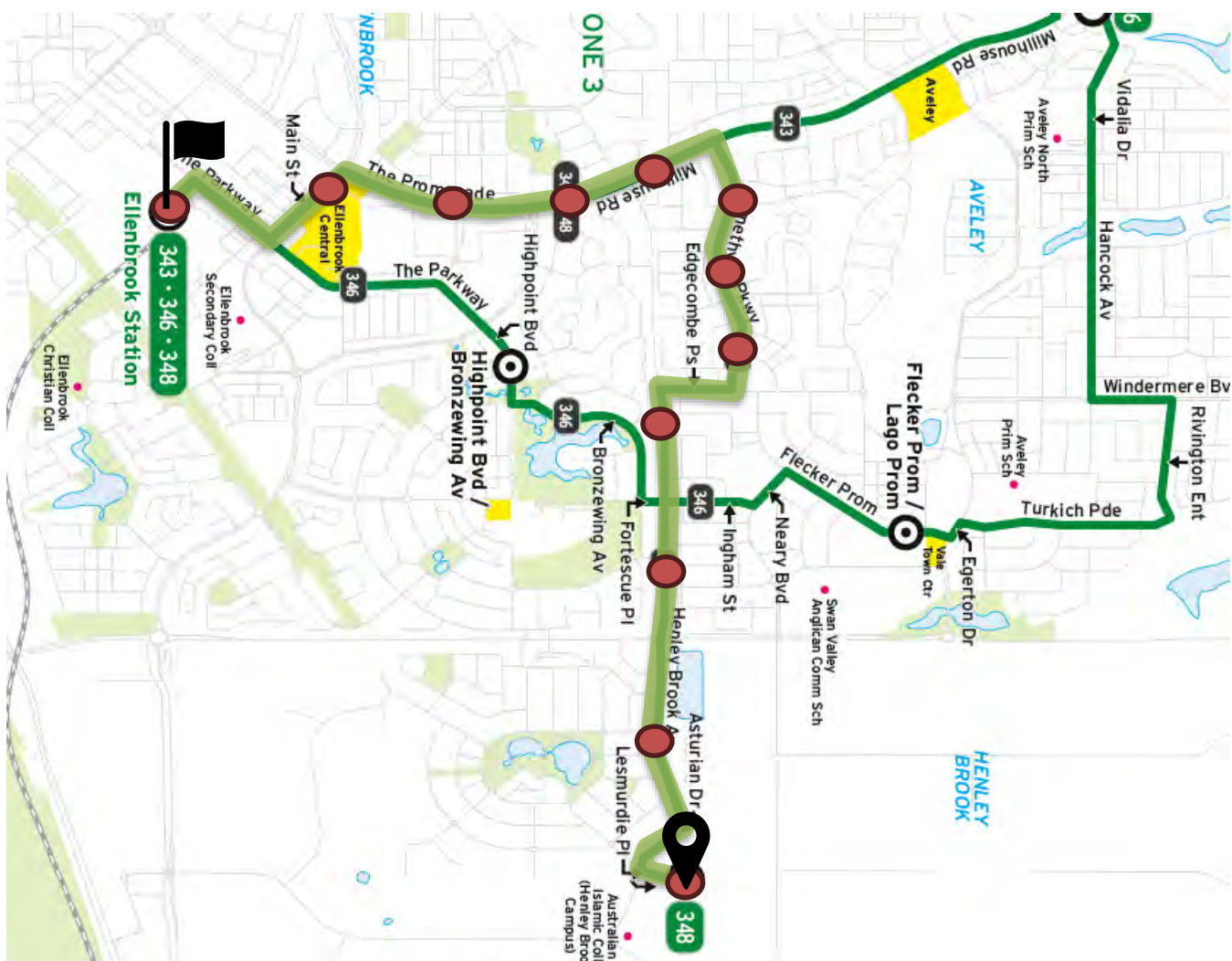


Figure 10: TransPerth Bus Route (Route 348)

13.3 Private School Bus

AIC Henley Brook propose to introduce a private school bus service operating from Lesmurdie Place to the Ballajura Train Station and stopping at various points through Brabham, Dayton and Bennett Springs. To determine the exact bus route, AIC will seek feedback from parents, however the bus route is likely to utilise existing bus stop infrastructure and follow the route and stops illustrated in Figure 10 below. It is anticipated that this bus service will operate with a complete journey time of 30-35 minutes, including stops, and will be scheduled to arrive at AIC at 8:15am and depart in the afternoon at approximately 3:45pm. The proposed arrival and departure times allow for primary students to use the bus service if needed and will arrive just before the peak morning high school drop off time.

The seating capacity of the bus will be 50 students at this stage, however given the number of students residing in Brabham, Dayton and Bennett Springs, additional buses may be required, depending on the demand. AIC will continue to monitor bus uptake and consider additional bus services, route changes or further promotion if demand supports it.

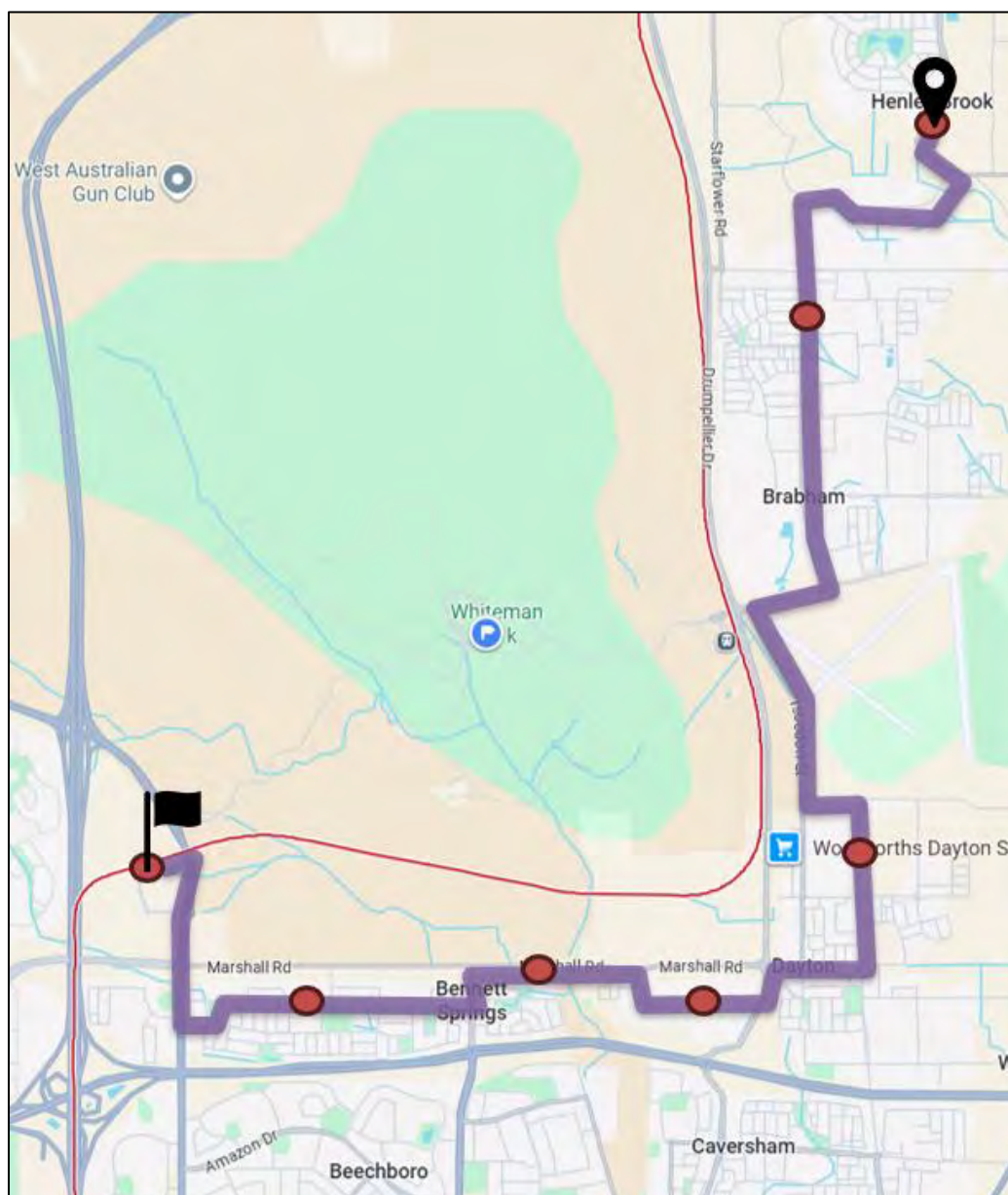


Figure 11: Private Bus Route and Stops.

13.4 Walking, Cycling and Local Student Measures

The school will encourage walking, cycling and scooter use for students living near the campus. These measures are not relied upon as the sole solution to parking or traffic demand, but they demonstrate that the school is actively using operational initiatives to reduce private vehicle reliance where practical.

A series of bicycle racks will be provided around key school entry points rather than in one isolated location. Each rack can accommodate approximately 14 bicycles. The final number and location of racks should be shown on the Active Transport Plan, with priority locations near the primary entry, high school entry, administration/visitor entry and any safe connection to existing shared paths.

Additional bike and scooter bays will be provided in the primary school area so that younger students and local families have convenient active transport parking close to the primary school. This should be provided in addition to bicycle parking near the high school.

The school may also introduce periodic 'Ride to School Days' as a positive behaviour-change initiative. Where practical, these days could be aligned with a sports uniform day to make cycling easier for students and could be supported by incentives such as a free breakfast, house points or recognition through school communications.

The Ride to School initiative is not intended to bind the school to a fixed weekly program. It is included as an operational measure to demonstrate that AIC is prepared to go beyond minimum parking provision and actively promote travel behaviour that reduces traffic demand on nominated days.

The final Plan should include student local catchment data, including the number of students living within 1km and 2km of the school. This will allow the school to demonstrate the realistic opportunity for walking, cycling and scooter trips to reduce private vehicle demand.

Measure	Purpose / management outcome
Distributed bicycle racks	Provide racks at multiple school entry points so students can park close to their destination. Each rack can hold approximately 14 bicycles.
Primary bike/scooter bays	Supports younger students and local families living near the school.
High school bicycle parking	Supports independent travel by older students.
Ride to School Days	Creates nominated days where cycling/scooting is promoted to reduce traffic demand and demonstrate proactive school management.
Sports-uniform alignment	Allows Ride to School Days to be aligned with a more practical uniform day, where confirmed by the school.
Incentives	Free breakfast, house points or school recognition can be used to encourage participation without making the measure onerous.
Walking/cycling map	Shows safe local routes and crossings.
Student local catchment data	Identifies students living within 1km and 2km.
Parent promotion	Encourages reduced reliance on private cars.

14 Implementation, Monitoring and Review

14.1 Action Items

The following works and actions should be completed before the revised access system is relied upon for the increased student capacity:

Item	Required before operation
Central median on Henley Street	Before permanent left-in/left-out operation commences.
Henley Street East access modification	Before the primary entry / high school exit arrangement commences.
Henley Street West left-out exit arrangement	Before the primary loop operation commences.
Primary loop signage and markings	Before the primary loop operation commences.
High school eastern road one-way markings	Before the high school drop-off operation commences.
Staff/visitor bay relabelling	Before removal of the Henley Street drop-off bays from the active drop-off system.
Primary bike/scooter bays	Before or during the first implementation stage.
Distributed bike racks	Locations to be shown on the Active Transport Plan before finalisation.
Ride to School Days protocol	To be prepared before implementation if the school elects to run the program.
Parent communication map	Before commencement of the revised operation.
Warden training	Before commencement of the revised operation.
Updated queue modelling	Before final approval of the Plan.
Swept path assessment	Before civil works are finalised.
Updated TIA	Transcore to update the TIA consistent with the approved management plan as agreed by the City.

14.2 Communication Strategy

The school will provide clear information to parents, carers, students and staff before implementation of the revised access system. The communication material must be simple, visual and repeated regularly, particularly during the first two weeks of operation.

The school will use emails, newsletters, school app notifications, SMS reminders, website updates, social media posts, parent information sheets, classroom reminders and warden education during implementation.

Timing	Communication
Two weeks before implementation	Parent email, access map, FAQ and explanation of the new route allocation.
One week before implementation	School app / SMS reminder and short video or diagram showing how to enter and exit.
First week of term	Daily reminders and wardens providing education and redirection.
First two weeks	Active education period, with compliance records for repeated issues.
Monthly	Compliance reminder and any operational updates.
Each term	Updated map and parking rules.
Before enrolment increases	Reminder of access arrangements and any changes to cohort allocation.

Parent communications will clearly advise:

- right turns at the Henley Street school accesses are not permitted;
- no parking, stopping or queuing is permitted on Henley Street, Asturian Drive, Lesmurdie Place or adjoining verges;
- primary parents must use the Henley Street East entry and Henley Street West exit;
- high school parents must use Lesmurdie Place entry and Henley Street East exit;
- vehicles needing to travel west after a left-out exit must use the Henley Street / Henley Brook Avenue roundabout;
- Kindy/PP parents must use the park-and-walk arrangement;
- staff/visitor bays are not for parent drop-off or pick-up; and
- parents must follow warden directions at all times.

14.3 Compliance and Enforcement

The school will manage compliance through a staged process. The purpose of this process is to educate parents, reinforce the operating rules and address repeated non-compliance before it affects road safety, internal circulation or neighbouring amenity.

The school will maintain a record of repeated non-compliance, including vehicles that park on verges, ignore access restrictions, use the wrong zone, block internal circulation aisles or fail to follow warden directions.

Stage	Action
First incident	Verbal reminder from warden.
Repeated non-compliance	Written reminder from school administration.
Continued non-compliance	Meeting with school leadership.
Unsafe conduct	Direction to use alternative parking/pick-up arrangement.
Illegal verge/on-street parking	Referral to City Rangers where appropriate.

14.4 Monitoring of Management Plan

Monitoring should occur after implementation of the revised access system, after completion of construction works, after the increased student population is reached, and after the private bus services are fully operational.

Item	Method	Frequency	Trigger for action
On-site parking occupancy	Warden count / survey	First two weeks each term	More than 90% occupancy.
Primary loop queue	Warden observation	Daily during first month	Queue approaches Henley Street East access.
High school queue	Warden observation	Daily during first month	Queue approaches Lesmurdie Place or Henley Street East exit.
Verge/on-street parking	Warden / ranger observation	Daily during first month	Any repeated occurrence.
Gate misuse	Warden log	Daily during first month	More than 5 incidents per week.
Bus uptake	Bus count	Each term	Low uptake or unmet demand.
Active transport uptake	Student survey	Annually	Low walking/cycling uptake.
Parent compliance	Incident register	Ongoing	Repeated non-compliance.
Need for further staggering	Review by school and consultant	Each term	Persistent PM congestion.

If monitoring identifies ongoing issues, the school may implement further measures, including:

- additional wardens;
- adjustment to year-group access allocations;
- extension of staggered dismissal times;
- increased bus promotion;
- additional bus services or route changes;
- changes to parent communication material;
- revised signage or line marking; and
- further civil modifications if required.

14.5 *Review of Management Plan*

It is recommended to undertake follow-up traffic video surveys at distinct points, after the school expansion is fully implemented and after school bus services are fully operational.

After each new video survey, it is further recommended to revisit and update this Management Plan where required.

A review of the Management should be prepared in consultation with the City of Swan and consider the following matters:

- Appropriate use of all parking bays and car park circulation driveways;
- Effectiveness of the traffic and parking management system;
- Occupancy and turnover rate of the parent waiting bays during peak periods;
- Appropriate use and potential safety issues associated with drop-off/pick-up facilities operation;
- Demand and queuing at drop-off/pick-up facilities;
- Effectiveness and potential safety issues relating to bus drop-off/pick-up facility operation; and,
- Consideration of the staggered class operational hours.

It is proposed to maintain a good record of parking and traffic operations within AIC campus for continuing review process.

15 Conclusion

The revised Parking, Traffic and Access Management Plan provides a practical and enforceable operational model for the expanded AIC Henley Brook campus.

The Plan removes the unsupported Henley Street frontage drop-off/pick-up area and replaces it with a clearer internalised system comprising a 13-bay primary school loop, a 34-bay high school drop-off/pick-up area along the eastern internal road, permanent left-in / left-out restriction at Henley Street East, left-out only operation at Henley Street West, a central median treatment along Henley Street, use of the Henley Street / Henley Brook Avenue roundabout for safe turn-around movements, conversion of former Henley Street drop-off bays to staff/visitor parking, staggered primary school and high school dismissal, school warden deployment, parent communication and compliance procedures, and monitoring triggers.

On this basis, the revised Plan demonstrates that the school can manage the additional student population through a controlled, legible and enforceable on-site access system, without relying on on-street queuing, verge parking or unsupported drop-off/pick-up arrangements.

Appendix A – Site Plan

Appendix B - Parent Communication Sheet

The following wording can be adapted for parent emails, school app notifications and newsletters.

New school access and parking arrangements

To improve safety and traffic flow around the school, all families must use the allocated access route for their child's year group. The school's access system is designed to keep queuing and drop-off/pick-up activity within the school site and to avoid stopping or parking on surrounding roads and verges.

Primary school families must enter from Henley Street East, use the primary school loop and exit from Henley Street West. High school families must enter from Lesmurdie Place, use the high school drop-off/pick-up area along the eastern internal road and exit left onto Henley Street. Kindy/PP families must use the park-and-walk arrangement and follow the designated pedestrian route.

Students living close to the school are encouraged to walk, cycle or scooter where safe and practical. The school may run nominated Ride to School Days, with details provided through the school app, email or newsletter.

Right turns at the Henley Street school accesses are not permitted. If you exit left onto Henley Street and need to travel west, please continue to the Henley Street / Henley Brook Avenue roundabout and turn around safely at the roundabout. Do not attempt a U-turn or right-turn movement at the school frontage.

Please do not stop, wait, queue or park on Henley Street, Asturian Drive, Lesmurdie Place or adjoining verges. Please follow all warden directions and keep the drop-off/pick-up bays moving.

Appendix C - Warden Run Sheet

Position	Morning tasks	Afternoon tasks
Henley Street East	Confirm signs and cones/controls are in place. Direct primary vehicles immediately into the primary loop. Keep the high school exit lane clear.	Manage primary entry and high school exit separation. Meter primary entry if the high school exit lane is blocked. Record non-compliance.
Henley Street West	Ensure no vehicles enter via western access. Manage left-out exit only.	Manage primary loop exit. Prevent stopping in the exit throat. Record wrong-way attempts.
Lesmurdie Place	Direct high school vehicles into the eastern internal road. Keep bus/staff areas clear.	Manage high school entry. Prevent parent access to bus area unless authorised.
Primary loop	Keep vehicles moving. Ensure students exit kerbside. Enforce driver-remains-in-vehicle rule.	Manage move-on rule. Prevent long-stay waiting. Call students forward where applicable.
High school drop-off	Keep 17-bay system moving. Prevent waiting in aisles.	Manage bay turnover and direct vehicles to Henley Street East exit.
Kindy/PP parking	Supervise pedestrian route and crossings.	Assist early park-and-walk dismissal and keep pedestrians separated from moving traffic.

Appendix D – Traffic Impact Assessment – January 2026



Engineering a better future for over 20 years!

Australian Islamic College Expansion, Henley Brook

Revised Transport Impact Assessment

PREPARED FOR:
Australian Islamic College (Perth)
WA

January 2026

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1 Summary

This Transport Impact Assessment has been prepared on behalf of Australian Islamic College (WA) Perth with respect to the proposed expansion of the existing AIC Henley Brook campus located at 10 Asturian Drive in Henley Brook, City of Swan.

Transcore previously prepared a Transport Impact Assessment (TIA) in 2021 for the then proposed K-12 school for the subject site. The development proposal for a maximum school capacity of 1,000-student was approved by the JDAP in December 2021. The construction of the campus has progressed since and approximately 640 students (PP-Yr9) are presently attending the school.

The Australian Islamic College management contemplates increase in Henley Brook campus capacity from the approved 1,000 enrolment limit to a new enrolment limit of 1,510 students to address the demand for school placements.

Accordingly, a new Transport Impact Assessment was necessitated with respect to the school expansion proposal in order to estimate the traffic impact of the proposal on the surrounding road network and investigate the on-site parking demand for the school. The new TIA was submitted in September 2025 containing relevant traffic information and impact assessment relating to the new student enrolment limit.

The TIA report was subsequently reviewed by the City of Swan as part of the development application assessment process. The City has requested that in lieu of Transcore's March 2021 traffic surveys a more recent survey conducted by the City in March 2025 be used for the traffic impact assessment.

Accordingly, a revised TIA (RTIA) is now prepared to account for the surveys provided by the City. However, even though the surveys were included in this assessment, the value and suitability of the data contained in the surveys is discussed in relevant sections of this report.

Hence, the aim of this RTIA is to estimate the traffic which will be generated by the proposed school expansion and to establish the resultant traffic pattern on the surrounding road network. This assessment will include the capacity analysis of the site's access points on Asturian Drive and Henley Street as well as the analysis of the adjacent intersection of Asturian Drive/Henley Street.

Key issues that will also be addressed in this report include parking demand of the expanded school, public transport opportunities and site access for pedestrians and cyclists.

2 Introduction

This Revised Transport Impact Assessment (RTIA) is prepared by Transcore on behalf of Australian Islamic College Perth (AIC) with respect to the proposed expansion of the existing Australian Islamic College Henley Brook in City of Swan.

The site is located within the developing suburb of Henley Brook. It is bounded by Asturian Drive to the west and Henley Street to the south. The location of the school site in the context of the West Swan locality is illustrated in **Figure 1**.



Figure 1: Location of the subject site

The site is located within a mixed residential and rural area which forms part of the *Henley Brook Structure Plan* which is currently in development. Once fully developed, the subject locality will ultimately comprise approximately 3,500 new dwellings and two schools.

The AIC K-12 school was previously approved to accommodate 1,000 students and is currently being developed in stages. The latest proposal is to increase school enrolments to 1,510 students.

Key issues that will be addressed in this report include traffic flows and impacts, parking demand, public transport availability and site accessibility to pedestrians and cyclists.

3 Development Proposal

The subject AIC Henley Brook school site is identified in the *Henley Brook Structure Plan* as shown in **Figure 2**.

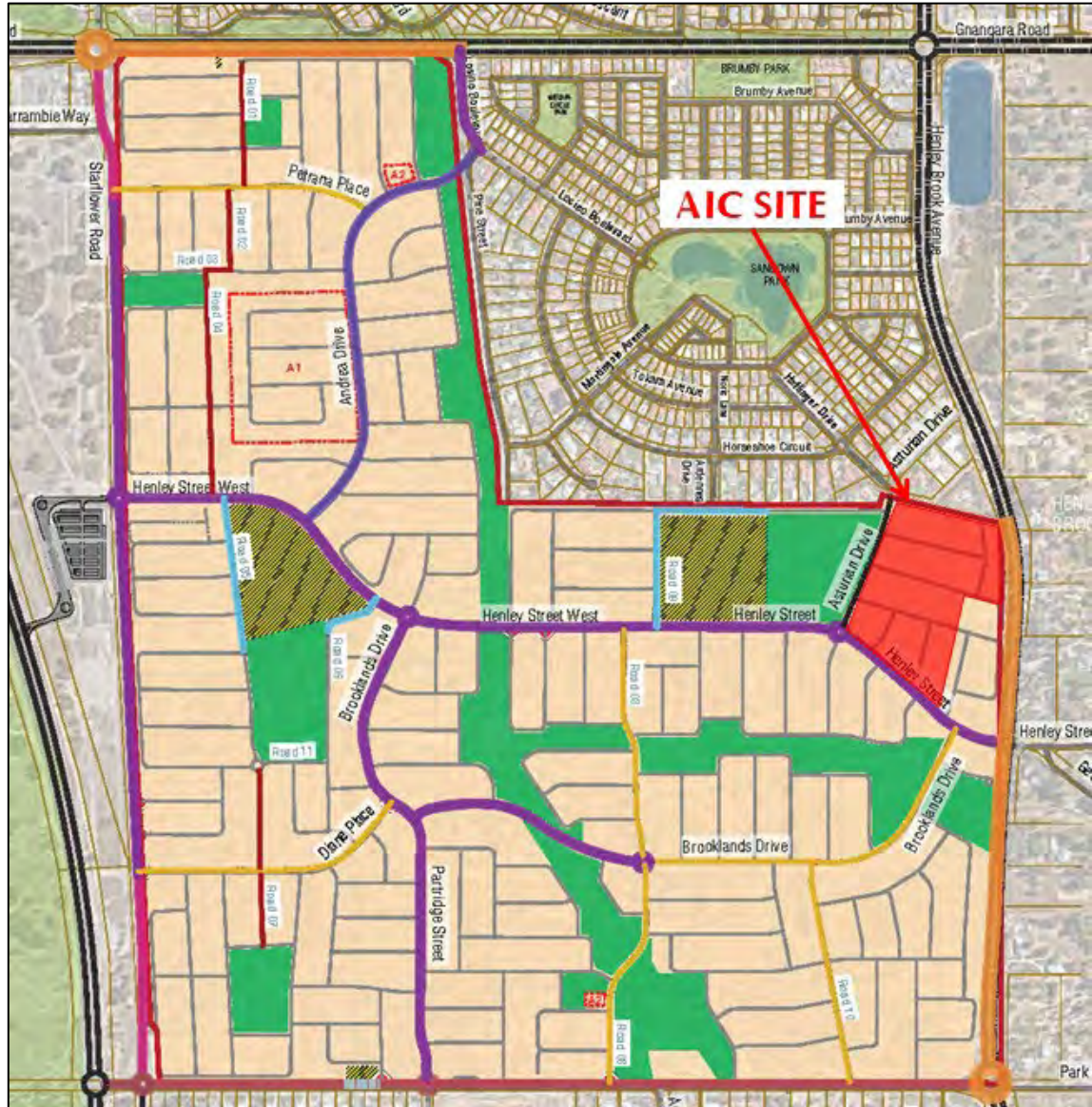


Figure 2. Location of AIC School site within Henley Brook Structure Plan

The school was approved in 2021 to ultimately accommodate a maximum of 1,000 students comprising 75 Kindergarten children, 75 Pre-primary children, 450 Primary school students and 400 Secondary school students. A total of 80 staff is proposed to service the school once at full approved capacity.

However, the latest AIC student and parent survey analysis suggests that the demand for education at this facility will outstrip its originally approved capacity before it reaches its full capacity initially projected to occur by 2027.

Hence the school now contemplates increase of the initially approved school capacity to 1,510 students to account for the projected demand for the establishment. This new student population limit is expected to be reached by 2028. The new student population is expected to comprise 80 Kindergarten children, 110 Pre-primary children, 660 Primary school students and 660 Secondary school students. A total of 105 staff is expected to be employed at this stage.

The proposed school extension does not contemplate changes to the approved scheme with respect to facilities and amenities, which include the following key elements:

- Kindergarten building with an outdoor area;
- Pre-primary school building with an outdoor area;
- Primary school building;
- High school building;
- Library;
- Canteen;
- Special activity building;
- Worship/prayer building;
- Office building;
- Gym compound;
- Outdoor courts; and,
- Oval.

According to the approved site plan, the school car parking supply comprises 263 car and eight bus bays (three large and five small bus bays). The car parking accommodates staff, visitor, parent, administration/management and drop-off/pick-up bays. No change to the on-site parking supply is proposed.

The approved and constructed school access system, proposed to remain in its current format comprises the following elements:

- Full-movement crossover on Henley Street at the western end of the site (approximately 40m east of Henley Street/Asturian Drive intersection);
- Full-movement crossover on Henley Street at the eastern end of the site;
- Full-movement crossover on Asturian Drive at the southern end of the site; and,
- Access via proposed new Asturian Drive/Access Road intersection at the NW end of the site;

Bicycle racks for staff and students arriving to the site by bicycles are provided on-site via 30 racks (60 bicycle bays). No change is proposed to these facilities either.

An overall Master Plan detailing the proposed school site layout, internal path network, access system and the proposed car parking is attached in [Appendix A](#).

4 Existing Situation

The subject site is located within an area that is currently undergoing rapid urbanisation as part of the *Henley Brook Structure Plan*, as shown in [Figure 2](#).

4.1 Existing Road Network

Henley Brook Avenue is a recently upgraded dual-carriageway, four-lane road with a 6m wide landscaped median and a shared path along the western side. Henley Brook Avenue operates under the 60km/h speed limit regime and is classified as a *Distributor B* in the Main Roads WA functional road hierarchy.

Asturian Drive (southern extension of Henley Brook Avenue) is approximately 480m-long road terminating at the southern end at Henley Street. It is constructed as a single-carriageway two-lane road with a carriageway width reducing from 7.0m at its northern end to 6.2m at its southern end and in the vicinity of the subject site.

It is kerbed on both sides and entails a footpath along the western side with direct driveway accesses to residential properties at its northern end. As part of the AIC college road network upgrade, section of Asturian Drive fronting the subject site has been upgraded to include a 2.8m wide path along the school side but is still un-kerbed with no paths along the western side.

It operates under a default built-up area speed limit of 50km/h with a 40km/h school zone speed limit in the vicinity of the school (refer [Figure 3](#) for more details).

Asturian Drive is classified as an *Access Street* in the Main Roads WA functional road hierarchy.

Henley Street consists of two sections: western portion which connects to Starflower Road (former Lord Street) at the western end and eastern portion which connects to West Swan Road at its eastern end. The two parts of Henley Street are disconnected in the vicinity of the subject site and immediately west of Asturian Drive. The two road sections will ultimately connect as part of the full *Henley Brook Structure Plan* road network development.

Henley Street is classified as an *Access Road* in the Main Roads WA functional road hierarchy.

Henley Street (Eastern section), section along the school site, has recently been upgraded to a 8.0m wide, kerbed, single-carriageway road with an on-road cycle lane and a 2.8m wide shared path along the school side but no pedestrian paths on southern side. It operates under a 70km/h speed limit regime east of the school site and a default built-up area speed limit of 50km/h with a 40km/h school zone speed limit in the vicinity of the school. Refer [Figure 4](#) for more details.

Henley Street West is classified as an *Access Road* in the Main Roads WA functional road hierarchy.

Asturian Drive and Henley Street form a priority-controlled T-intersection immediately adjacent to the subject site.



Figure 3: Southbound view along Asturian Drive in the vicinity of school site



Figure 4: Westbound view along Henley Street in the vicinity of school site

4.2 Existing Traffic Volume on Roads

Based on the traffic count survey undertaken by Transcore, Henley Brook Avenue (immediately north of Messara Avenue) carried approximately 2,690vpd on a regular weekday (March 2021). The recorded morning and afternoon peak hours were 8:00-9:00AM and 3:00-4:00PM.

According to the same March 2021 traffic count survey, Asturian Drive (immediately north of Henley Street) carried about 1,450vpd on a regular weekday. The recorded morning and afternoon peaks were 8:00-9:00AM and 5:00-6:00PM.

Similarly, Henley Street (immediately east of Asturian Drive) carried approximately 1,450vpd on a regular weekday in March 2021. The recorded morning and afternoon peaks were 8:00-9:00AM and 5:00-6:00PM.

The City of Swan has since undertaken its own traffic count survey in the vicinity of the school. These traffic counts were undertaken in March 2025. According to this survey, Asturian Drive (north of Henley Street) and Henley Street (west of Brooklands Drive East) carried approximately 1,970vpd and 2,180vpd on a typical weekday, respectively. This represents a growth of approximately 36% and 50% over a 4-year period for the two roads.

It is however important to note that at the time of the 2025 survey AIC Henley Brook school was already opened with kindergarten, pre-primary and primary components of the school fully constructed and operational. Accordingly, it is concluded that the 2025 surveys also include the school-related traffic which was present on these roads at the time of the survey. Furthermore, the surveys also picked up the ongoing Henley Brook Structure Plan construction-related traffic (light and heavy vehicles) associated with construction works taking place in the immediate locality. The recorded morning and afternoon peaks were 8:00-9:00AM and 2:00-3:00PM.

Accordingly, allowing for the school-related and construction-related components in the traffic survey data, it is concluded that there has likely been only a moderate background traffic growth on both Asturian Drive and Henley Street in the 2021-2025 period.

This moderate background traffic growth trend will be reflected in the traffic calculations and impact assessment in [Section 7](#) of this report.

4.3 Public Transport Access

The subject site has recently become accessible by Transperth bus service through discussions with AIC management in anticipation of the emerging demand for future student commute. Accordingly, a recently introduced bus service No. 348 connects the subject school to Ellenbrook Station via The Promenade, Amethyst Parkway, Henley Brook Avenue and Asturian Drive.

The map of existing public transport services available in the vicinity of the subject site is provided in **Figure 5**.

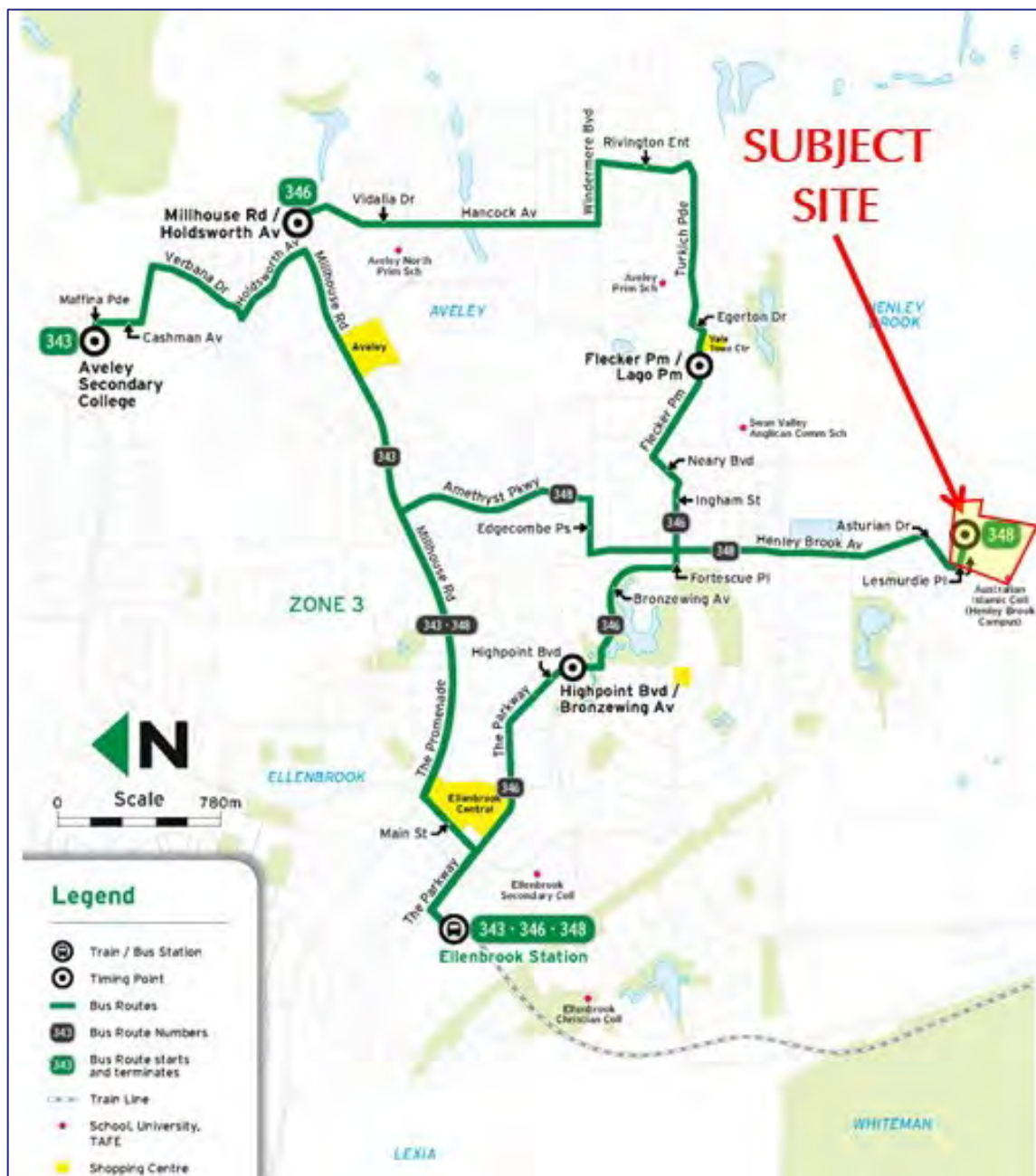


Figure 5. Bus services map (source: Transperth)

4.4 Pedestrian and Cyclist Facilities

Shared paths have recently been installed along the school frontages to Asturian Drive and Henley Street. This shared path is connected to the existing 1.5m wide footpath on the western side of Asturian Drive but the shared path on Henley Street is currently isolated from the existing path system in the locality.

Apart from the existing shared path along the western side of Henley Brook Avenue which connects to the subject site via a short footpath along Asturian Drive there are no other shared paths in this vicinity. However, Asturian Drive and Henley Street are classified as “good road riding environment” and as such can be used by cyclists. The Department of Transport’s *Perth Bike Map* series (see **Figure 6**) provides details of available pedestrian and cyclist connections to the site.

Once the *Henley Brook Structure Plan* is fully developed the existing shared paths fronting the subject site will integrate with the balance of the structure plan path network to form an integrated system of paths.

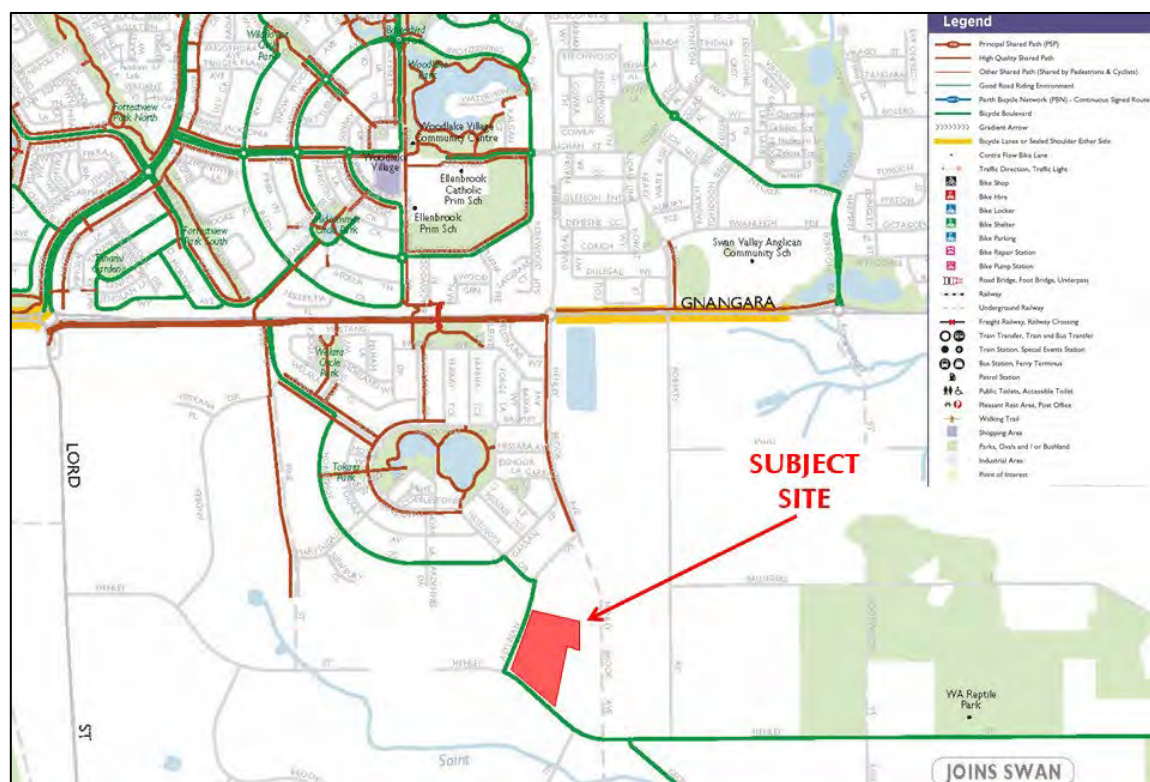


Figure 6: Perth Bike Map (source: Department of Transport)

4.5 Crash Data

Information available on the Main Roads WA website indicates that the intersection of Asturian Drive/Henley Street recorded no crashes during the five-year period ending in December 2024.

5 Changes to Surrounding Transport Networks

The subject site forms part of the *Henley Brook Structure Plan* (hereafter referred to as BSP), situated between Gngara Road, Sunflower Road, Park Street and the Henley Brook Avenue reservation. The *Henley Brook Structure Plan* comprises approximately 3,500 dwellings, two small-scale commercial centres and two primary schools, as shown in [Appendix C](#).

The planned road hierarchy around the proposed school site was set out in the Transport Impact Assessment report for *Henley Brook Structure Plan*. Based on the proposed road hierarchy system, Henley Street, now connected all the way through, is planned as a *Neighbourhood Connector A* with an indicative 24.4m reservation (currently 20.0m along most of the length but 22m fronting of site). The existing Henley Street reservation may need to be widened to accommodate the planned road profile/cross section as a *Neighbourhood Connector A*.

Asturian Drive is planned as an *Access Street C* with the proposed road reservation of 17.9m (currently 20.0m). It is however likely that, with the AIC school relocating to the subject site, Asturian Drive may need to be re-classified to an *Access Street C* type of the road. This type of roads features a 17.9m road reservation which fits within the existing 20m reservation and would therefore require no widening and/or land resumption.

The AIC school site plan allows for the anticipated widening of Henley Street reservation by (about) 2.5m along the road frontage, including the allowance for the future roundabout intersection of Henley Street/Asturian Drive.

According to the *Henley Brook Structure Plan*, the existing priority-controlled T-intersection of Henley Street/Asturian Drive will ultimately be upgraded to a 4-way single-lane roundabout intersection with a new leg constructed at the southern side of the intersection.

The *Henley Brook Structure Plan* also provides for the future Henley Brook Avenue southbound extension and its integration into the future structure plan road network. Once fully constructed, Henley Brook Avenue will form a 4-way intersection with Henley Street a short distance to the east of the subject site.

6 Integration with Surrounding Area

The proposed school expansion will not alter the nature of the existing development which is fully in line with the planning strategies for the locality and the subject site.

The existing school will ultimately fully integrate with *Henley Brook Structure Plan* pedestrian and cyclist path network and road system as it also capitalises on the recently introduced dedicated public transport service.

7 Traffic Assessment

7.1 Assessment Period

The analysis of the transport network in this report is focused around the typical school-related peak hour traffic flows which are experienced between 8:00-9:00 AM and (based on new data) 2:00-3:00 PM on a regular weekday.

Although according to the AIC management advice the full new school student population would be reached in 2028, for the purpose of this TIA, the assessment year that has been adopted for this analysis is 2030 with school at full (new) capacity and (nominally) 2031 where the full capacity school coincides with the intermediate development scenario for *Henley Brook Structure Plan*. It is assumed that at 2031 western and eastern sections of Henley Street will be connected and Henley Street/Asturian Drive intersection is upgraded to a four-way single-lane roundabout format.

7.2 Trip Generation and Distribution

The trip generation calculations are in line with the operational parameters assumed for the original Transport Impact Assessment prepared for the proposed school in July 2021 and subsequently updated assessment in September 2025. The trip generation calculations are undertaken for the two discrete scenarios which include:

- **Year 2030 scenario:** School at full (new) capacity with a total school population of 1,510 students in K-12 streams and 105 staff and the existing road network still in place; and,
- **Year 2031 scenario:** School at full capacity with a total school population of 1,510 students in K-12 streams and 105 staff and the road network fully developed in line with *Henley Brook Structure Plan* road network planning.

Accordingly, the following trip generation assumptions have been adopted in this instance:

- The school bus fleet comprising five large buses and three mini-buses is planned to serve the school at full capacity. Allowing for occupancy rate of about 85% it is conservatively assumed that about 32 children will on average be transported by a single bus;
- Based on surveys undertaken by the school administration at Kewdale campus about 10% of students regularly walk or use public transport to and from the school; hence, it is assumed that at full capacity about 150 students would commute to school by newly introduced Transperth bus service, which connects the campus to Ellenbrook train station;
- In order to provide for a robust assessment no walk/bike ride dispensation is assumed in this case although it is very likely that a portion of student

- population that would be living in this vicinity would rely on this type of commute to/from the school (with full *Henley Brook Structure Plan* build-out);
- Based on the advice from AIC management, it is common practice that school's staff also have their children attending the school. It is assumed that this student cohort represents about 15% of total student population; and,
 - Based on the advice from AIC management and further confirmed by actual drop-off/pick-up operation observations at Kewdale campus, it is estimated that due to higher-than-average car-pooling rates an average child/car ratio of 2.5 children/car occupancy is appropriate and as such assumed for the proposed school.

Accordingly, it is estimated that, at the full school capacity scenario, about 250 students would be bused to school by AIC buses, 150 students would use the Transperth bus service, with the balance being dropped-off/picked-up by private vehicles (parents and school staff parents). Based on the estimated family/student split, Kindy to Year 12 stream distribution, staff children, average bus and car occupancy rates provided by college administration, the following student transport mode matrix is derived (refer **Table 1**).

Table 1: Breakdown of student transportation modes

Student transport options	Number of students
Students commuting by AIC buses	250
Students commuting by Transperth train/bus service	150
Students dropped-off/picked-up by staff	227
Students dropped-off/picked-up by parents	883
Total student population	1,510

Accordingly, at full capacity the school is estimated to generate about 1,666 daily vehicle trips in the full school day, with approximately 833 trips during each weekday morning and afternoon peak.

It should be noted that the applied modelling does not include vehicle trips dispensation resulting from portion of student population walking or riding bikes to and from the school. This secures a robust modelling scenario.

7.3 Traffic Distribution

The trip distribution of the school-related traffic in this particular case will be road network dependent rather than catchment depended as a significant number of children will be transported or bused to school from a wider area. Based on the advice provided by AIC it is estimated that this school will cater for students residing in metropolitan region areas generally located "north of river".

Accordingly, based on the location of the proposed school in current setting and its context within the future structure plan the assumed resultant traffic distribution on the approach roads is illustrated in **Table 2**.

Table 2: Directional school-related traffic distribution

Approach Road	Year 2030	Year 2031
Henley Street (east)	50%	30%
Henley Street (west)	0%	60%
Asturian Drive (north)	50%	10%
Total	100%	100%

It is understood that the western section of Henley Street (i.e., Henley Street West) may be sealed and connected to the rest of the local road network by the mid-2026. However, in order to replicate the traffic modelling scenarios consistent with *Henley Brook Structure Plan* modelling but also stay consistent with the previous TIA assessments it was conservatively assumed that Henley Street West will be opened post 2030, as assumed and shown in **Table 2**.

7.4 Traffic Flows

The vehicle trips generated by the proposed expanded school in Year 2030 and Year 2031 were manually assigned to the surrounding existing and planned (future) road network based on the trip distribution discussed above.

The estimated weekday traffic flows associated with the future *Henley Brook Structure Plan* area have been derived from the traffic model developed for this structure plan and presented in the KCTT Transport Impact Assessment report issued in 2020. It should be noted that Transport Impact Assessment identifies year 2031 timeframe as “intermediate scenario” which assumes approximately 40% of structure plan is constructed at this stage.

Refer **Figure 7** and **Figure 8** for estimated AM peak, PM peak and total daily school-generated traffic volumes for 2030 and 2031 scenarios, respectively.

The existing morning and afternoon peak hour volumes on Henley Street and Asturian Drive (in the immediate vicinity of the subject site) have been established using traffic metro count survey which was undertaken by the City of Swan in March 2025. The City has requested that these up-to-date counts be used in lieu of the previous surveys undertaken in March 2021 by Transcore, which pre-dated school opening. It should be noted that the recent counts identify 2:00-3:00PM as the weekday afternoon peak period which does not coincide with the typical school afternoon pick-up period of 3:00-4:00PM. However, in order to secure a conservative assessment the recorded 2:00-3:00PM afternoon peak has been adopted for the purpose of capacity assessment.

A review of City's recent counts established that the survey included the AIC school-related traffic which have already been present on the relevant roads at the time of the survey. The AIC Henley Brook school was formally open in January 2024 with kindergarten, pre-primary and primary components of the school fully operational at that time.

Furthermore, the surveys also picked up the ongoing Henley Brook Structure Plan construction-related traffic (light and heavy vehicles) associated with construction works taking place in the immediate locality. This is evidenced by higher-than-average participation of heavy vehicles in the total traffic mix including the unbalanced traffic flows between Asturian Drive and Henley Street (east). As western leg of the Asturian Drive and Henley Street intersection (i.e., Henley Street west) is presently unmade road the discrepancy between Asturian Drive and Henley Street (east) traffic flows can only be explained by construction traffic utilising only Henley Street (east) leg of the intersection to access the construction sites west of the AIC school.

Accordingly, it is clear that the March 2025 traffic data is not representative of the regular "background" traffic in this locality as it contains significant amount of seasonal and temporary traffic movements, which would otherwise not be present on this road network. It is therefore concluded that the March 2025 traffic counts overestimate the regular traffic background growth at this location when compared to 2021 traffic volumes.

Nevertheless, following City's explicit request to utilise this survey as a baseline traffic for the purpose of this assessment, the City's March 2025 traffic survey was adopted as a baseline traffic scenario in this case. As Asturian Drive and Henley Street traffic differs in flow and level of heavy vehicles, the Asturian Drive data was adopted as baseline traffic scenario for both roads, since Asturian Drive/Henley Street (east) intersection only comprises northern and eastern legs (western leg of intersection is formally cul-de-sac but informally used only by construction vehicles).

The AM peak, PM peak and total daily traffic flows based on March 2025 traffic survey are shown in **Figure 9**. These traffic volumes form basis for the subsequent road and intersection impact assessments.

For the purpose of modelling, the baseline 8:00-9:00AM and 2:00-3:00PM peak hour traffic flows on the surrounding road network in 2031 scenario (exclusive of the school traffic) has been derived from *Henley Brook Structure Plan* daily traffic projections and established by applying residential trip hourly distribution factors based on *WAPC Transport Impact Assessment Guidelines* (25% inbound/75% outbound in the AM peak and 62.5% inbound/37.5% outbound in the PM peak).

The peak hour traffic typically represents 10% of the total daily traffic flow. Allowance for the reduction in traffic, as a result of anticipated displacement of 130 residential lots by the proposed school, have also been factored in the calculations.

No traffic projection for the future Asturian Drive traffic volumes in 2031 have been specifically quoted in the *Henley Brook Structure Plan* traffic report so for the purpose of this assessment a capacity level of 50% of desirable threshold for appropriate road class has been adopted in the 2031 scenario calculations.



Figure 7: Estimated school AM peak/PM peak/Daily traffic flows (year 2030)



Figure 8: Estimated school AM peak/PM peak/Daily traffic flows (year 2031)



Figure 9: Results of AM peak/PM peak traffic flow surveys (March 2025 - CoS)

7.5 Analysis of Local Intersections & Crossovers

The existing school has three crossovers on Asturian Drive and Henley Street frontages leading directly to the on-site car park including a new access road off Asturian Drive - Lesmurdie Place, which provides access to the bus parking facility and the secondary car park module, as shown on the Master Plan at [Appendix A](#).

The three crossovers and the Asturian Drive/Lesmurdie Place intersection have therefore been assessed to confirm satisfactory operation under the modelled 2030 and 2031 scenarios during 8:00-9:00AM and 2:00-3:00PM peak school traffic period flows.

In addition, the key local intersection of Henley Street/Asturian Drive has also been analysed. It should be noted that the intersection of Henley Street/Asturian Drive is modelled in form of the existing priority-controlled T-intersection for 2030 scenario while a single-lane 4-way roundabout format was modelled for 2031 scenario, in line with the *Henley Brook Structure Plan* road network planning.

The SIDRA NETWORK computer software package has been used for this capacity analysis. SIDRA NETWORK is an intersection modelling tool commonly used by traffic engineers for all types of intersections. SIDRA NETWORK outputs are presented in

the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

- **Degree of Saturation** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for infrequent traffic flow up to one for saturated flow or capacity.
- **Level of Service** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).
- **Average Delay** is the average of all travel time delays for vehicles through the intersection.
- **95% Queue** is the queue length below which 95% of all observed queue lengths fall.

The results of the SIDRA NETWORK analysis are summarised in [Appendix B](#) and discussed in the subsequent paragraphs.

In summary, the SIDRA analysis for Year 2030 and Year 2031 scenarios confirms that all of the assessed driveway crossovers, including the future Asturian Drive/Lesmurdie Place and (current and future) intersection of Asturian Drive/Henley Street will all operate satisfactorily at good Level of Service A for all movements and with minimal traffic queues and delays.

Ample spare capacity remains available to accommodate further traffic growth.

7.6 Impact on Surrounding Roads

As reported in [Section 4.2](#) and further discussed in greater detail in [Section 7.4](#) of this report, both Asturian Drive and Henley Street, in the immediate vicinity of the subject site, are conservatively assumed to carry approximately 1,970vpd on a regular weekday in 2025 (background traffic). This level of daily traffic activity is clearly increasing with the inclusion of the anticipated school-related traffic.

However, with the planned *Henley Brook Structure Plan* area road network development and resultant modification of local traffic patterns the impact on roads adjacent to the school site will be different in the two assessed scenarios.

The projected year 2030 and 2031 scenario daily traffic volumes on adjacent roads, which include the anticipated school-related traffic, are illustrated in [Table 3](#).

Table 3: Projected daily traffic volumes on local roads

	Year 2021	Year 2030	Year 2031
Asturian Drive (N)	1,450vpd	2,980vpd	1,490vpd
Henley Street (E)	1,450vpd	2,980vpd	1,880vpd
Henley Street West (W)	N/A	N/A	1,930vpd

Accordingly, with the proposed school expansion to ~1,500 students, the forecast traffic volumes on adjacent roads at 2030 scenario would be within the desirable daily traffic threshold of 3,000vpd for *Access Street*, which is the current classification for both Asturian Drive and Henley Street.

Similarly, with the revised road classification of Henley Street and Henley Street West to *Neighbourhood Connector A* and, potentially, *Access Street C* for Asturian Drive, as presented in the *Henley Brook Structure Plan* Transport Impact Assessment report, the projected daily traffic volumes on surrounding roads will again be within the desirable daily traffic volume thresholds.

Therefore, it can be concluded that the proposed increase in AIC school student population to ~1,500 students will be consistent with the planned standard and desirable traffic volume thresholds of relevant roads.

7.7 Traffic Noise and Vibration

It generally requires a doubling of traffic volumes on a road to produce a perceptible 3dB(A) increase in road noise. As the school expansion proposal will not result in doubling of the daily traffic volume the increase in noise and vibration will not be perceptible.

The nature of the development means that under typical operation it will not generate significant traffic volumes at night, so night-time traffic noise and vibration are not an issue for this development either.

7.8 Road Safety

No safety-related issues have been identified for the proposal.

8 Parking Assessment

Although not fully developed, the existing school campus already features full car park build-out intended to serve the school at its maximum approved 1,000 student population capacity.

The total on-site parking provision constitutes 263 parking bays for cars (inclusive of four ACROD bays) and eight parking bays for buses (five large and three small bus bays). The parking provision also includes a total of 25 drop-off/pick-up bays split between three facilities.

No change to the existing car parking provision is contemplated as part of the proposed school enrolment expansion proposal. It is anticipated that the increased demand for transportation of additional student population will be managed through new direct Transperth bus service and expansion in AIC bus transport capacity if required.

The student walk and ride to school component, not quantified in this assessment, will also play an important role in limiting the demand for vehicular on-site parking. In addition, the increase in parking demand for school staff will be addressed through ride-share and better parking management of existing parking allocation.

According to the advice provided to Transcore, the existing parking supply will address the practical needs of the new maximum school enrolment numbers.

9 Provision for Service Vehicles

No changes to the existing waste collection and service vehicles operation are proposed as part of the school expansion proposal. These operations will continue to be carried out in line with the original school proposal.

10 Public Transport Access

Details of the available public transport services in this locality are provided in [Section 4.3](#) of this report.

With the recently introduced direct Transperth bus service connecting the AIC campus with Ellenbrook train station students now have the convenient and fast service providing access to the greater Perth metropolitan train network.

11 Pedestrian and Cyclist Access

As noted in [Section 4.4](#), the pedestrian/cyclist path system around the subject site has recently been completed for the school opening at the start of 2024. Although the external path connectivity is currently limited to Asturian Drive only (no paths along Henley Street exist at present) this situation is expected to remain so only in the short-to mid-term but is to be radically improved with the planned development and expansion of the *Henley Brook Structure Plan*.

In accordance with the *Henley Brook Structure Plan* planning for cycling road network a shared path is proposed to be constructed along the (connected) Henley Street providing direct access to the school site. It is anticipated that the future *Henley Brook Structure Plan* will facilitate a comprehensive network of shared paths and footpaths in accordance with WAPC Liveable Neighbourhoods requirements.

The AIC school Master Plan at [Appendix A](#) shows a provision for 60 bicycles on the southwestern side of the school site. However, it would be appropriate to review this requirement at that time when actual bicycle parking demand at the school can be observed and reconsidered.

12 Conclusions

This Revised Transport Impact Assessment has been prepared on behalf of Australian Islamic College (WA) Perth with respect to the proposed expansion of the existing AIC Henley Brook campus located at 10 Asturian Drive in Henley Brook, City of Swan.

The site is located within the developing suburb of Henley Brook. It is bounded by Asturian Drive to the west and Henley Street to the south.

The Australian Islamic College management contemplates increase in Henley Brook campus capacity from the approved 1,000 enrolment limit to a new enrolment limit of 1,510 students to address the demand for school placements. The proposed school extension does not contemplate changes to the approved scheme with respect to facilities and amenities as it is considered that these are sufficient to support the proposed increase in student population.

No changes to the existing parking and access system are proposed hence the school will continue to be served by the three crossovers on fronting roads including the newly constructed bus parking facility for AIC and Transperth buses on Lesmurdie Place.

At proposed new maximum capacity, the school is estimated to generate about 1,666 daily vehicle trips on a school day, with approximately 833 trips during each weekday morning and afternoon peak.

The comprehensive traffic modelling and capacity assessment undertaken in this report confirms that the existing and planned future surrounding road network will have sufficient capacity to accommodate the estimated school-generated traffic.

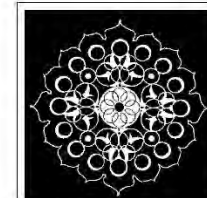
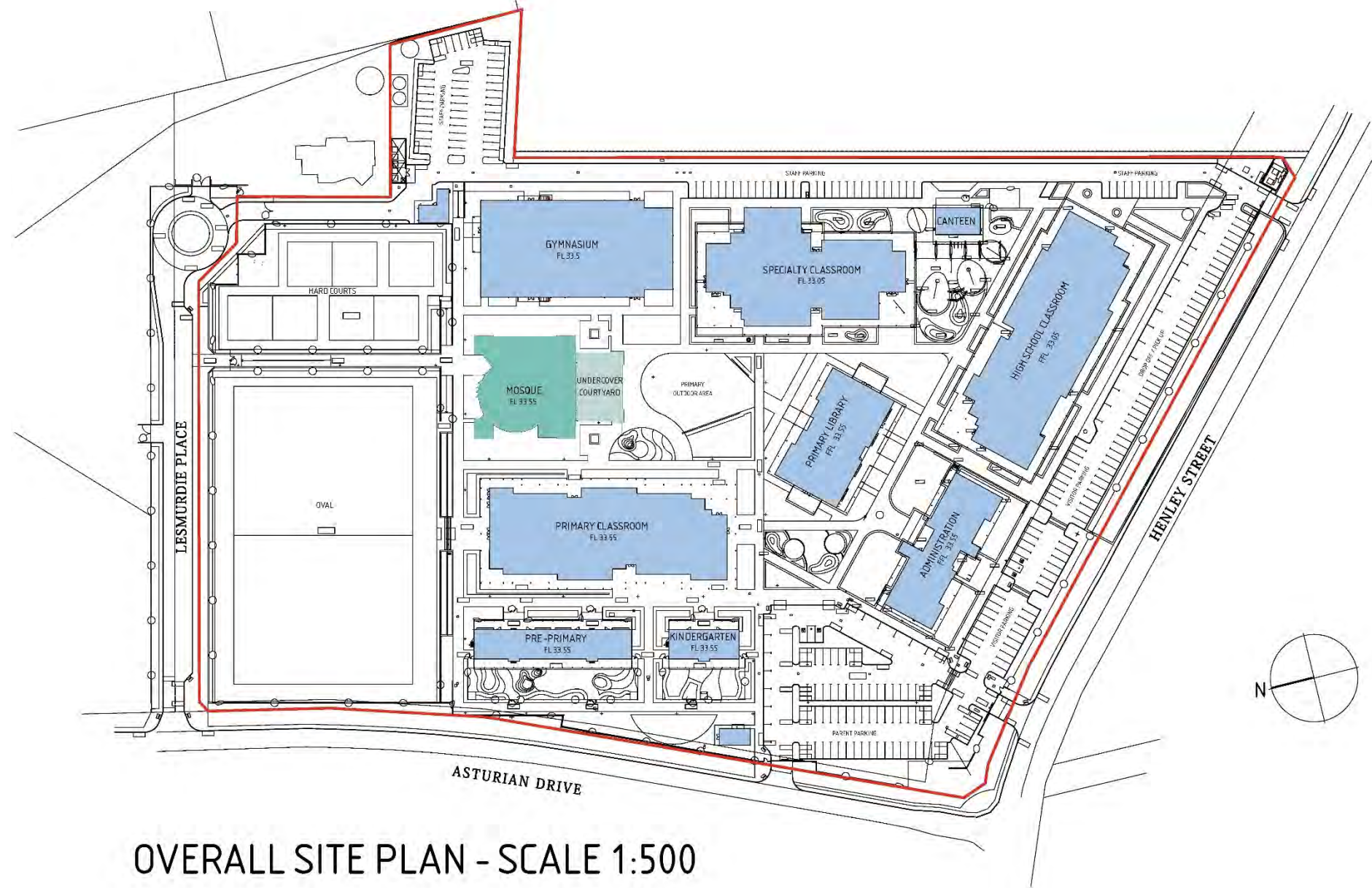
Accordingly, traffic-related issues should not form an impediment for the approval of the proposed school expansion proposal.

Appendix A

APPROVED MASTER PLAN



Engineering a better future for over 20 years!



archetype design
| studio |
architecture • interiors • feng shui
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GENERAL NOTES:
1. All works shall comply with the relevant Australian Standards and Codes of Practice.
2. All works shall be constructed in accordance with the relevant Australian Standards and Codes of Practice.
3. All works shall be constructed in accordance with the relevant Australian Standards and Codes of Practice.
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10. All works shall be constructed in accordance with the relevant Australian Standards and Codes of Practice.

Revision	Description	Date
1	CONCEPT DESIGN	15/11/23



Project: AIC Mosques Henley Brook
Site Address: 250 HENLEY STREET
HENLEY BROOK WA 6051
Client: Australian Islamic College
Drawing Title: Concept Design
Scale: AS SHOWN
Status: APPROVED
Drawing By:

A01

Appendix B

SIDRA RESULTS



Engineering a better future for over 20 years!

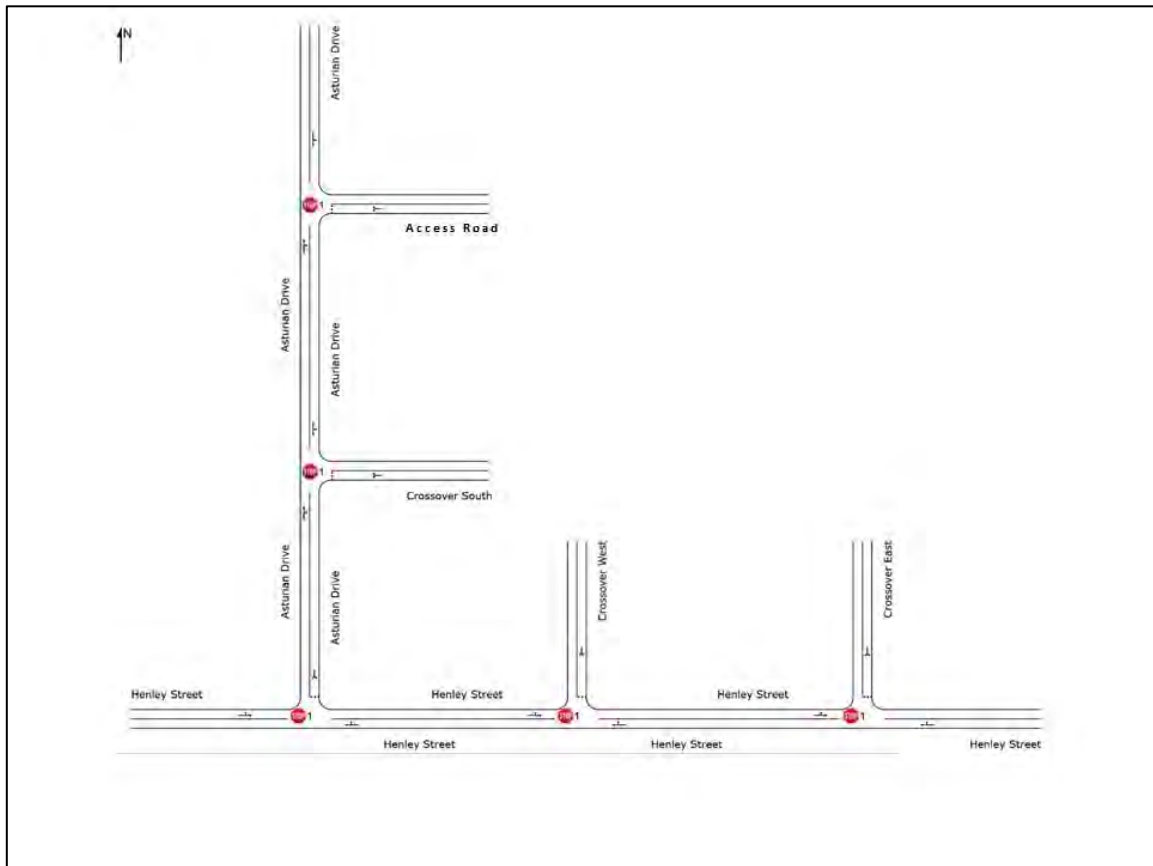


Figure 10. Modelled road network layout for Year 2030 Scenario

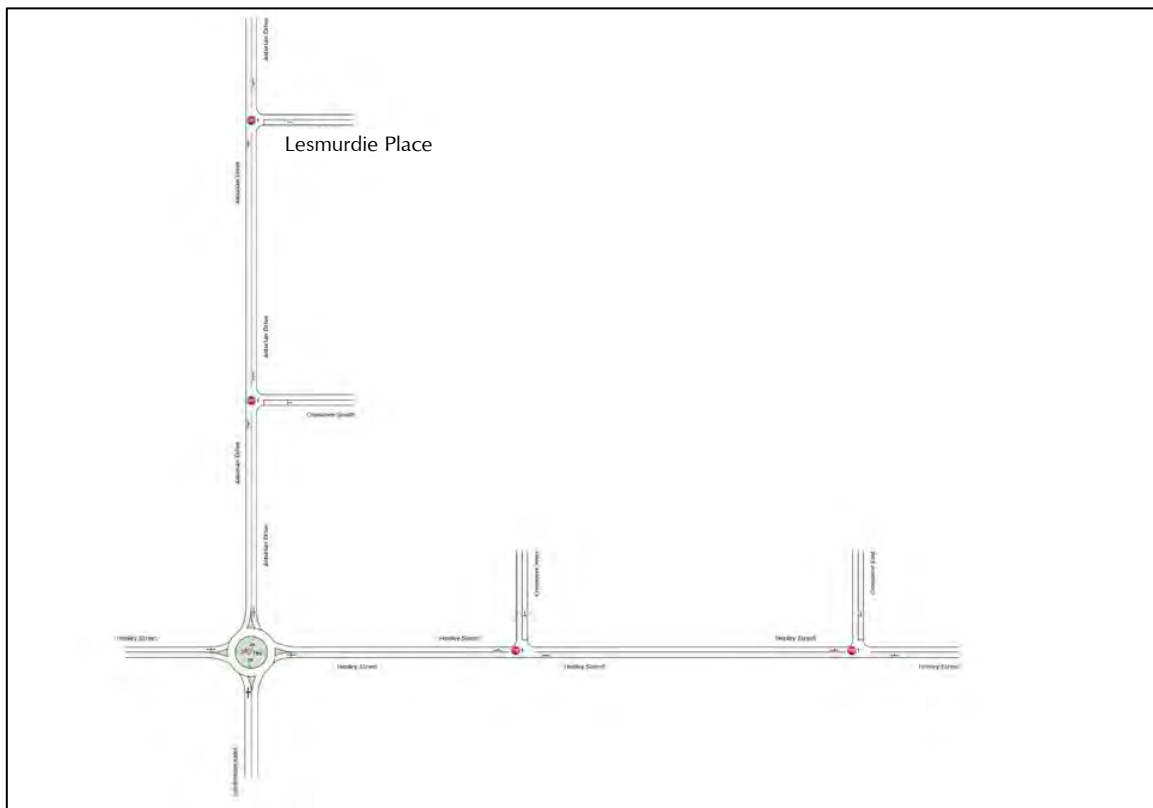


Figure 11. Modelled road network layout for Year 2031 Scenario

Table 4. SIDRA results for the Asturian Drive/Lesmurdie Place intersection – weekday AM peak (2030 Scenario)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]			km/h
			veh/h	%	veh/h	%				veh	m			
South: Asturian Drive														
5	T1	All MCs	422	0.3	422	0.3	0.242	0.0	LOS A	0.0	0.3	0.01	0.01	39.9
6	R2	All MCs	4	0.0	4	0.0	0.242	4.1	LOS A	0.0	0.3	0.01	0.01	36.9
Approach			426	0.3	426	0.3	0.242	0.0	NA	0.0	0.3	0.01	0.01	39.9
East: Crossover North														
1	L2	All MCs	4	0.0	4	0.0	0.011	0.9	LOS A	0.0	0.3	0.45	0.33	13.0
2	R2	All MCs	4	0.0	4	0.0	0.011	4.6	LOS A	0.0	0.3	0.45	0.33	35.1
Approach			8	0.0	8	0.0	0.011	2.7	LOS A	0.0	0.3	0.45	0.33	32.3
North: Asturian Drive														
3	L2	All MCs	60	0.0	60	0.0	0.189	3.5	LOS A	0.0	0.0	0.00	0.08	29.5
4	T1	All MCs	276	0.3	276	0.3	0.189	0.1	LOS A	0.0	0.0	0.00	0.08	39.4
Approach			336	0.2	336	0.2	0.189	0.7	NA	0.0	0.0	0.00	0.08	37.1
All Vehicles			771	0.3	771	0.3	0.242	0.4	NA	0.0	0.3	0.01	0.04	38.8

Table 5. SIDRA results for the Asturian Drive/Lesmurdie Place intersection – weekday PM peak (2030 Scenario)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue Prop.		Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh.]	[Dist]			km/h
			veh/h	%	veh/h	%				veh	m			
South: Asturian Drive														
5	T1	All MCs	412	0.3	412	0.3	0.236	0.0	LOS A	0.0	0.3	0.01	0.01	40.0
6	R2	All MCs	4	0.0	4	0.0	0.236	3.8	LOS A	0.0	0.3	0.01	0.01	36.9
Approach			416	0.3	416	0.3	0.236	0.0	NA	0.0	0.3	0.01	0.01	39.9
East: Crossover North														
1	L2	All MCs	4	0.0	4	0.0	0.101	0.9	LOS A	0.3	2.4	0.52	0.56	10.5
2	R2	All MCs	60	0.0	60	0.0	0.101	4.5	LOS A	0.3	2.4	0.52	0.56	34.3
Approach			64	0.0	64	0.0	0.101	4.2	LOS A	0.3	2.4	0.52	0.56	34.0
North: Asturian Drive														
3	L2	All MCs	4	0.0	4	0.0	0.147	3.5	LOS A	0.0	0.0	0.00	0.01	29.8
4	T1	All MCs	256	0.3	256	0.3	0.147	0.1	LOS A	0.0	0.0	0.00	0.01	39.9
Approach			260	0.3	260	0.3	0.147	0.1	NA	0.0	0.0	0.00	0.01	39.7
All Vehicles			740	0.3	740	0.3	0.236	0.4	NA	0.3	2.4	0.05	0.06	39.4

Table 6. SIDRA results for the Asturian Drive (South) crossover – weekday AM peak (2030 Scenario)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Queued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Asturian Drive														
5	T1	All MCs	333	0.3	333	0.3	0.270	0.5	LOS A	0.9	7.2	0.24	0.26	32.0
6	R2	All MCs	113	0.0	113	0.0	0.270	4.8	LOS A	0.9	7.2	0.24	0.26	29.1
Approach			445	0.2	445	0.2	0.270	1.6	NA	0.9	7.2	0.24	0.24	31.1
East: Crossover South														
1	L2	All MCs	113	0.0	113	0.0	0.263	0.7	LOS A	1.0	7.9	0.46	0.37	12.6
2	R2	All MCs	113	0.0	113	0.0	0.263	5.2	LOS A	1.0	7.9	0.46	0.37	12.6
Approach			225	0.0	225	0.0	0.263	2.9	LOS A	1.0	7.9	0.46	0.37	12.6
North: Asturian Drive														
3	L2	All MCs	113	0.0	113	0.0	0.156	3.5	LOS A	0.0	0.0	0.00	0.19	27.0
4	T1	All MCs	167	0.3	167	0.3	0.156	0.0	LOS A	0.0	0.0	0.00	0.19	36.8
Approach			280	0.2	280	0.2	0.156	1.4	NA	0.0	0.0	0.00	0.19	32.0
All Vehicles			951	0.2	951	0.2	0.270	1.8	NA	1.0	7.9	0.22	0.22	28.8

Table 7. SIDRA results for the Asturian Drive (South) crossover – weekday PM peak (2030 Scenario)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Queued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV] veh/h	%	[Total HV] veh/h	%	v/c	sec		[Veh. veh	Dist] m			km/h
South: Asturian Drive														
5	T1	All MCs	303	0.3	303	0.3	0.251	0.5	LOS A	0.9	6.9	0.24	0.26	31.8
6	R2	All MCs	113	0.0	113	0.0	0.251	4.7	LOS A	0.9	6.9	0.24	0.26	29.0
Approach			416	0.2	416	0.2	0.251	1.6	NA	0.9	6.9	0.24	0.24	30.9
East: Crossover South														
1	L2	All MCs	113	0.0	113	0.0	0.249	0.6	LOS A	1.0	7.5	0.42	0.33	13.2
2	R2	All MCs	113	0.0	113	0.0	0.249	4.7	LOS A	1.0	7.5	0.42	0.33	13.2
Approach			225	0.0	225	0.0	0.249	2.6	LOS A	1.0	7.5	0.42	0.33	13.2
North: Asturian Drive														
3	L2	All MCs	113	0.0	113	0.0	0.145	3.5	LOS A	0.0	0.0	0.00	0.20	26.9
4	T1	All MCs	147	0.3	147	0.3	0.145	0.0	LOS A	0.0	0.0	0.00	0.20	36.6
Approach			260	0.2	260	0.2	0.145	1.5	NA	0.0	0.0	0.00	0.20	31.5
All Vehicles			901	0.2	901	0.2	0.251	1.8	NA	1.0	7.5	0.21	0.21	28.5

Table 8. SIDRA results for the Henley Street (West) crossover – weekday AM peak (2030 Scenario)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Queued	Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh veh	Dist] m			km/h
East: Henley Street														
5	T1	All MCs	389	0.2	389	0.2	0.260	0.2	LOS A	0.5	3.8	0.12	0.14	37.6
6	R2	All MCs	56	0.0	56	0.0	0.260	4.8	LOS A	0.5	3.8	0.12	0.14	34.9
Approach			445	0.2	445	0.2	0.260	0.8	NA	0.5	3.8	0.12	0.14	37.2
North: Crossover West														
1	L2	All MCs	56	0.0	56	0.0	0.136	0.8	LOS A	0.5	3.6	0.46	0.39	12.8
2	R2	All MCs	56	0.0	56	0.0	0.136	4.9	LOS A	0.5	3.6	0.46	0.39	12.8
Approach			112	0.0	112	0.0	0.136	2.9	LOS A	0.5	3.6	0.46	0.39	12.8
West: Henley Street														
3	L2	All MCs	56	0.0	56	0.0	0.157	3.4	LOS A	0.0	0.0	0.00	0.09	12.5
4	T1	All MCs	224	0.2	224	0.2	0.157	0.0	LOS A	0.0	0.0	0.00	0.09	35.5
Approach			280	0.2	280	0.2	0.157	0.7	NA	0.0	0.0	0.00	0.09	24.8
All Vehicles			837	0.1	837	0.1	0.260	1.0	NA	0.5	3.8	0.13	0.16	32.0

Table 9. SIDRA results for the Henley Street (West) crossover – weekday PM peak (2030 Scenario)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Queued	Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]	v/c	sec		[Veh. veh]	[Dist. m]			km/h
East: Henley Street														
5	T1	All MCs	360	0.2	360	0.2	0.243	0.2	LOS A	0.5	3.7	0.12	0.14	37.5
6	R2	All MCs	56	0.0	56	0.0	0.243	4.6	LOS A	0.5	3.7	0.12	0.14	34.8
Approach			416	0.2	416	0.2	0.243	0.8	NA	0.5	3.7	0.12	0.14	37.1
North: Crossover West														
1	L2	All MCs	56	0.0	56	0.0	0.128	0.7	LOS A	0.5	3.5	0.43	0.36	13.3
2	R2	All MCs	56	0.0	56	0.0	0.128	4.4	LOS A	0.5	3.5	0.43	0.36	13.3
Approach			112	0.0	112	0.0	0.128	2.5	LOS A	0.5	3.5	0.43	0.36	13.3
West: Henley Street														
3	L2	All MCs	56	0.0	56	0.0	0.141	3.4	LOS A	0.0	0.0	0.00	0.10	12.5
4	T1	All MCs	204	0.2	204	0.2	0.141	0.0	LOS A	0.0	0.0	0.00	0.10	35.2
Approach			260	0.2	260	0.2	0.141	0.7	NA	0.0	0.0	0.00	0.10	24.1
All Vehicles			787	0.1	787	0.1	0.243	1.0	NA	0.5	3.7	0.13	0.16	31.8

Table 10. SIDRA results for the Henley Street (East) crossover – weekday AM peak (2030 Scenario)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Queued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	Dist m			km/h
East: Henley Street														
5	T1	All MCs	259	0.2	259	0.2	0.194	0.4	LOS A	0.6	4.4	0.20	0.20	38.7
6	R2	All MCs	74	0.0	74	0.0	0.194	4.6	LOS A	0.6	4.4	0.20	0.20	37.6
Approach			333	0.2	333	0.2	0.194	1.3	NA	0.6	4.4	0.20	0.20	38.5
North: Crossover East														
1	L2	All MCs	19	0.0	19	0.0	0.042	0.8	LOS A	0.1	1.1	0.41	0.41	35.7
2	R2	All MCs	19	0.0	19	0.0	0.042	3.5	LOS A	0.1	1.1	0.41	0.41	14.0
Approach			38	0.0	38	0.0	0.042	2.2	LOS A	0.1	1.1	0.41	0.41	33.1
West: Henley Street														
3	L2	All MCs	19	0.0	19	0.0	0.147	3.5	LOS A	0.0	0.0	0.00	0.00	10.2
4	T1	All MCs	253	0.2	253	0.2	0.147	0.0	LOS A	0.0	0.0	0.00	0.00	39.8
Approach			272	0.2	272	0.2	0.147	0.3	NA	0.0	0.0	0.00	0.00	37.7
All Vehicles			642	0.2	642	0.2	0.194	0.9	NA	0.6	4.4	0.13	0.13	37.9

Table 11. SIDRA results for the Henley Street (East) crossover – weekday PM peak (2030 Scenario)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Queued	Eff. Stop of Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	Dist m			km/h
East: Henley Street														
5	T1	All MCs	397	0.2	397	0.2	0.237	0.1	LOS A	0.2	1.3	0.04	0.04	39.7
6	R2	All MCs	19	0.0	19	0.0	0.237	4.7	LOS A	0.2	1.3	0.04	0.04	38.6
Approach			416	0.2	416	0.2	0.237	0.3	NA	0.2	1.3	0.04	0.04	39.7
North: Crossover East														
1	L2	All MCs	74	0.0	74	0.0	0.088	0.9	LOS A	0.3	2.5	0.38	0.38	35.9
2	R2	All MCs	19	0.0	19	0.0	0.088	4.5	LOS A	0.3	2.5	0.38	0.38	15.2
Approach			93	0.0	93	0.0	0.088	1.6	LOS A	0.3	2.5	0.38	0.38	35.2
West: Henley Street														
3	L2	All MCs	19	0.0	19	0.0	0.146	3.5	LOS A	0.0	0.0	0.00	0.00	10.2
4	T1	All MCs	241	0.2	241	0.2	0.146	0.0	LOS A	0.0	0.0	0.00	0.00	39.8
Approach			260	0.2	260	0.2	0.146	0.3	NA	0.0	0.0	0.00	0.00	37.6
All Vehicles			768	0.2	768	0.2	0.237	0.4	NA	0.3	2.5	0.07	0.07	38.4

Table 12. SIDRA results for the Asturian Drive/Henley Street intersection – weekday AM peak (2030 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Qued	Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed
			[Total HV]		[Total HV]					[Veh	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
East: Henley Street															
5	T1	All MCs	1	0.2	1	0.2	0.261	0.0	LOS A	1.5	12.2	0.03	0.48	0.03	34.6
6	R2	All MCs	445	0.2	445	0.2	0.261	3.5	LOS A	1.5	12.2	0.03	0.48	0.03	24.0
Approach			446	0.2	446	0.2	0.261	3.5	NA	1.5	12.2	0.03	0.48	0.03	24.1
North: Asturian Drive															
1	L2	All MCs	280	0.3	280	0.3	0.181	3.4	LOS A	0.8	6.9	0.02	0.45	0.02	27.6
2	R2	All MCs	1	0.3	1	0.3	0.181	3.9	LOS A	0.8	6.9	0.02	0.45	0.02	33.6
Approach			281	0.3	281	0.3	0.181	3.4	LOS A	0.8	6.9	0.02	0.45	0.02	27.7
West: Henley Street															
3	L2	All MCs	1	0.2	1	0.2	0.001	3.4	LOS A	0.0	0.0	0.00	0.23	0.00	36.7
4	T1	All MCs	1	0.2	1	0.2	0.001	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	36.7
Approach			2	0.2	2	0.2	0.001	1.7	NA	0.0	0.0	0.00	0.23	0.00	36.7
All Vehicles			729	0.2	729	0.2	0.261	3.5	NA	1.5	12.2	0.02	0.47	0.02	25.7

Table 13. SIDRA results for the Asturian Drive/Henley Street intersection – weekday PM peak (2030 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Qued	Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed	
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh.]	[Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m			km/h	
East: Henley Street															
5	T1	All MCs	1	0.2	1	0.2	0.244	0.0	LOS A	1.4	11.2	0.03	0.48	0.03	34.6
6	R2	All MCs	416	0.2	416	0.2	0.244	3.5	LOS A	1.4	11.2	0.03	0.48	0.03	24.0
Approach			417	0.2	417	0.2	0.244	3.5	NA	1.4	11.2	0.03	0.48	0.03	24.1
North: Asturian Drive															
1	L2	All MCs	260	0.3	260	0.3	0.169	3.4	LOS A	0.8	6.3	0.01	0.45	0.01	27.6
2	R2	All MCs	1	0.3	1	0.3	0.169	3.9	LOS A	0.8	6.3	0.01	0.45	0.01	33.6
Approach			261	0.3	261	0.3	0.169	3.4	LOS A	0.8	6.3	0.01	0.45	0.01	27.7
West: Henley Street															
3	L2	All MCs	1	0.2	1	0.2	0.001	3.4	LOS A	0.0	0.0	0.00	0.23	0.00	36.7
4	T1	All MCs	1	0.2	1	0.2	0.001	0.0	LOS A	0.0	0.0	0.00	0.23	0.00	36.7
Approach			2	0.2	2	0.2	0.001	1.7	NA	0.0	0.0	0.00	0.23	0.00	36.7
All Vehicles			680	0.2	680	0.2	0.244	3.5	NA	1.4	11.2	0.02	0.47	0.02	25.7

Table 14. SIDRA results for the Asturian Drive/Lesmurdie Place intersection – weekday AM peak (2031 Scenario)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Queued	Eff. Stop of Cycles Rate to Depart	Number Aven Speed
			[Total HV]		[Total HV]					[Veh.]	[Dist]			
			veh/h	%	veh/h	%	v/c	sec		veh	m			km/h
South: Asturian Drive														
5	T1	All MCs	137	0.3	137	0.3	0.096	0.1	LOS A	0.2	1.6	0.11	0.13	39.3
6	R2	All MCs	29	0.0	29	0.0	0.096	4.1	LOS A	0.2	1.6	0.11	0.13	35.1
Approach			166	0.2	166	0.2	0.096	0.8	NA	0.2	1.6	0.11	0.13	39.0
East: Crossover North														
1	L2	All MCs	7	0.0	7	0.0	0.006	0.4	LOS A	0.0	0.2	0.24	0.11	16.8
2	R2	All MCs	1	0.0	1	0.0	0.006	1.8	LOS A	0.0	0.2	0.24	0.11	36.1
Approach			8	0.0	8	0.0	0.006	0.6	LOS A	0.0	0.2	0.24	0.11	27.2
North: Asturian Drive														
3	L2	All MCs	23	0.0	23	0.0	0.091	3.5	LOS A	0.0	0.0	0.00	0.07	29.6
4	T1	All MCs	138	0.3	138	0.3	0.091	0.0	LOS A	0.0	0.0	0.00	0.07	39.5
Approach			161	0.3	161	0.3	0.091	0.5	NA	0.0	0.0	0.00	0.07	37.7
All Vehicles			336	0.2	336	0.2	0.096	0.7	NA	0.2	1.6	0.06	0.10	38.3

Table 15. SIDRA results for the Asturian Drive/Lesmurdie Place intersection – weekday PM peak (2031 Scenario)

Vehicle Movement Performance														
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Queued	Eff. Number Stop of Cycles Rate to Depart	Aver. Speed	
			[Total HV]		[Total HV]					[Veh	Dist]			
			veh/h	%	veh/h	%	v/c	sec		veh	m		km/h	
South: Asturian Drive														
5	T1	All MCs	137	0.3	137	0.3	0.082	0.0	LOSA	0.0	0.4	0.03	0.04	39.8
6	R2	All MCs	7	0.0	7	0.0	0.082	3.9	LOSA	0.0	0.4	0.03	0.04	36.5
Approach			144	0.3	144	0.3	0.082	0.2	NA	0.0	0.4	0.03	0.04	39.7
East: Crossover North														
1	L2	All MCs	29	0.0	29	0.0	0.044	0.4	LOSA	0.2	1.2	0.27	0.19	15.9
2	R2	All MCs	23	0.0	23	0.0	0.044	1.7	LOSA	0.2	1.2	0.27	0.19	36.0
Approach			53	0.0	53	0.0	0.044	1.0	LOSA	0.2	1.2	0.27	0.19	33.3
North: Asturian Drive														
3	L2	All MCs	1	0.0	1	0.0	0.079	3.5	LOSA	0.0	0.0	0.00	0.00	29.8
4	T1	All MCs	138	0.3	138	0.3	0.079	0.0	LOSA	0.0	0.0	0.00	0.00	40.0
Approach			139	0.3	139	0.3	0.079	0.1	NA	0.0	0.0	0.00	0.00	39.8
All Vehicles			336	0.2	336	0.2	0.082	0.3	NA	0.2	1.2	0.06	0.05	39.2

Table 16. SIDRA results for the Asturian Drive (South) crossover – weekday AM peak (2031 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Queued	Eff. Stop of Cycles Rate to Depart	Number	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%	w/c	sec		veh	m				km/h
South: Asturian Drive															
5	T1	All MCs	121	0.3	121	0.3	0.182	0.5	LOS A	0.9	7.0	0.27	0.35	0.27	28.0
6	R2	All MCs	179	0.0	179	0.0	0.182	4.1	LOS A	0.9	7.0	0.27	0.35	0.27	26.2
Approach			300	0.1	300	0.1	0.182	2.6	NA	0.9	7.0	0.27	0.35	0.27	26.8
East: Crossover South															
1	L2	All MCs	179	0.0	179	0.0	0.174	0.4	LOS A	0.7	5.5	0.25	0.15	0.25	16.5
2	R2	All MCs	45	0.0	45	0.0	0.174	2.8	LOS A	0.7	5.5	0.25	0.15	0.25	16.5
Approach			224	0.0	224	0.0	0.174	0.9	LOS A	0.7	5.5	0.25	0.15	0.25	16.5
North: Asturian Drive															
3	L2	All MCs	45	0.0	45	0.0	0.081	3.5	LOS A	0.0	0.0	0.00	0.15	0.00	27.3
4	T1	All MCs	100	0.3	100	0.3	0.081	0.0	LOS A	0.0	0.0	0.00	0.15	0.00	37.5
Approach			145	0.2	145	0.2	0.081	1.1	NA	0.0	0.0	0.00	0.15	0.00	33.4
All Vehicles			669	0.1	669	0.1	0.182	1.7	NA	0.9	7.0	0.20	0.24	0.20	27.4

Table 17. SIDRA results for the Asturian Drive (South) crossover – weekday PM peak (2031 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Queued	Eff. Stop of Cycles Rate to Depart	Number	Aver. Speed
			[Total HV]		[Total HV]					[Veh.	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Asturian Drive															
5	T1	All MCs	99	0.3	99	0.3	0.172	0.6	LOS A	0.9	6.7	0.30	0.39	0.30	27.3
6	R2	All MCs	179	0.0	179	0.0	0.172	4.2	LOS A	0.9	6.7	0.30	0.39	0.30	25.7
Approach			278	0.1	278	0.1	0.172	2.9	NA	0.9	6.7	0.30	0.39	0.30	26.2
East: Crossover South															
1	L2	All MCs	179	0.0	179	0.0	0.177	0.5	LOS A	0.7	5.6	0.28	0.17	0.28	16.3
2	R2	All MCs	45	0.0	45	0.0	0.177	2.8	LOS A	0.7	5.6	0.28	0.17	0.28	16.3
Approach			224	0.0	224	0.0	0.177	0.9	LOS A	0.7	5.6	0.28	0.17	0.28	16.3
North: Asturian Drive															
3	L2	All MCs	45	0.0	45	0.0	0.094	3.5	LOS A	0.0	0.0	0.00	0.13	0.00	27.5
4	T1	All MCs	122	0.3	122	0.3	0.094	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	37.8
Approach			167	0.2	167	0.2	0.094	0.9	NA	0.0	0.0	0.00	0.13	0.00	34.1
All Vehicles			669	0.1	669	0.1	0.177	1.7	NA	0.9	6.7	0.22	0.25	0.22	27.6

Table 18. SIDRA results for the Henley Street (West) crossover – weekday AM peak (2031 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Queued	Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh.]	Dist]				km/h
			veh/h		veh/h					veh	m				
East: Henley Street															
5	T1	All MCs	179	0.2	179	0.2	0.134	0.3	LOS A	0.3	2.7	0.17	0.20	0.17	36.5
6	R2	All MCs	45	0.0	45	0.0	0.134	4.6	LOS A	0.3	2.7	0.17	0.20	0.17	34.0
Approach			224	0.2	224	0.2	0.134	1.2	NA	0.3	2.7	0.17	0.20	0.17	35.9
North: Crossover West															
1	L2	All MCs	45	0.0	45	0.0	0.118	0.7	LOS A	0.4	3.2	0.39	0.34	0.39	14.2
2	R2	All MCs	68	0.0	68	0.0	0.118	2.8	LOS A	0.4	3.2	0.39	0.34	0.39	14.2
Approach			114	0.0	114	0.0	0.118	2.0	LOS A	0.4	3.2	0.39	0.34	0.39	14.2
West: Henley Street															
3	L2	All MCs	68	0.0	68	0.0	0.152	3.4	LOS A	0.0	0.0	0.00	0.12	0.00	12.5
4	T1	All MCs	202	0.2	202	0.2	0.152	0.0	LOS A	0.0	0.0	0.00	0.12	0.00	34.5
Approach			271	0.1	271	0.1	0.152	0.9	NA	0.0	0.0	0.00	0.12	0.00	22.6
All Vehicles			608	0.1	608	0.1	0.152	1.2	NA	0.4	3.2	0.14	0.19	0.14	28.4

Table 19. SIDRA results for the Henley Street (West) crossover – weekday PM peak (2031 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Queued	Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed
			[Total HV]		[Total HV]					[Veh.]	Dist]				
			veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
East: Henley Street															
5	T1	All MCs	201	0.2	201	0.2	0.145	0.3	LOS A	0.3	2.7	0.15	0.18	0.15	36.8
6	R2	All MCs	45	0.0	45	0.0	0.145	4.5	LOS A	0.3	2.7	0.15	0.18	0.15	34.3
Approach			246	0.2	246	0.2	0.145	1.0	NA	0.3	2.7	0.15	0.18	0.15	36.3
North: Crossover West															
1	L2	All MCs	45	0.0	45	0.0	0.117	0.6	LOS A	0.4	3.2	0.38	0.32	0.38	14.3
2	R2	All MCs	68	0.0	68	0.0	0.117	2.9	LOS A	0.4	3.2	0.38	0.32	0.38	14.3
Approach			114	0.0	114	0.0	0.117	2.0	LOS A	0.4	3.2	0.38	0.32	0.38	14.3
West: Henley Street															
3	L2	All MCs	68	0.0	68	0.0	0.139	3.4	LOS A	0.0	0.0	0.00	0.13	0.00	12.4
4	T1	All MCs	180	0.2	180	0.2	0.139	0.0	LOS A	0.0	0.0	0.00	0.13	0.00	34.1
Approach			248	0.1	248	0.1	0.139	1.0	NA	0.0	0.0	0.00	0.13	0.00	21.9
All Vehicles			608	0.1	608	0.1	0.145	1.2	NA	0.4	3.2	0.13	0.18	0.13	28.8

Table 20. SIDRA results for the Henley Street (East) crossover – weekday AM peak (2031 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist m]				km/h
East: Henley Street															
5	T1	All MCs	202	0.2	202	0.2	0.155	0.3	LOS A	0.4	3.4	0.18	0.21	0.18	38.7
6	R2	All MCs	59	0.0	59	0.0	0.155	4.5	LOS A	0.4	3.4	0.18	0.21	0.18	37.7
Approach			261	0.2	261	0.2	0.155	1.3	NA	0.4	3.4	0.18	0.21	0.18	38.5
North: Crossover East															
1	L2	All MCs	15	0.0	15	0.0	0.039	0.7	LOS A	0.1	1.0	0.38	0.30	0.38	35.8
2	R2	All MCs	22	0.0	22	0.0	0.039	2.8	LOS A	0.1	1.0	0.38	0.30	0.38	14.3
Approach			37	0.0	37	0.0	0.039	2.0	LOS A	0.1	1.0	0.38	0.30	0.38	32.3
West: Henley Street															
3	L2	All MCs	44	0.0	44	0.0	0.139	3.5	LOS A	0.0	0.0	0.00	0.08	0.00	10.2
4	T1	All MCs	203	0.2	203	0.2	0.139	0.0	LOS A	0.0	0.0	0.00	0.08	0.00	39.5
Approach			247	0.2	247	0.2	0.139	0.6	NA	0.0	0.0	0.00	0.08	0.00	34.1
All Vehicles			545	0.1	545	0.1	0.155	1.0	NA	0.4	3.4	0.11	0.16	0.11	36.0

Table 21. SIDRA results for the Henley Street (East) crossover – weekday PM peak (2031 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue	Prop. Queued	Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed	
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh]	[Dist m]			km/h	
East: Henley Street															
5	T1	All MCs	202	0.2	202	0.2	0.124	0.1	LOS A	0.1	0.9	0.06	0.07	0.06	39.6
6	R2	All MCs	15	0.0	15	0.0	0.124	4.4	LOS A	0.1	0.9	0.06	0.07	0.06	38.5
Approach			217	0.2	217	0.2	0.124	0.4	NA	0.1	0.9	0.06	0.07	0.06	39.5
North: Crossover East															
1	L2	All MCs	59	0.0	59	0.0	0.097	0.7	LOS A	0.4	2.7	0.36	0.28	0.36	36.0
2	R2	All MCs	44	0.0	44	0.0	0.097	2.6	LOS A	0.4	2.7	0.36	0.28	0.36	15.1
Approach			103	0.0	103	0.0	0.097	1.5	LOS A	0.4	2.7	0.36	0.28	0.36	34.2
West: Henley Street															
3	L2	All MCs	22	0.0	22	0.0	0.127	3.5	LOS A	0.0	0.0	0.00	0.05	0.00	10.2
4	T1	All MCs	203	0.2	203	0.2	0.127	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	39.7
Approach			225	0.2	225	0.2	0.127	0.4	NA	0.0	0.0	0.00	0.05	0.00	36.7
All Vehicles			545	0.1	545	0.1	0.127	0.6	NA	0.4	2.7	0.09	0.10	0.09	37.5

Table 22. SIDRA results for the Asturian Drive/Henley Street intersection – weekday AM peak (2031 Scenario)

Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Queued	Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed
			[Total HV]	[Total HV]	[Total HV]	[Total HV]				[Veh. veh	Dist] m				km/h
			veh/h	%	veh/h	%	v/c	sec							
South: Subdivision Road															
1	L2	All MCs	2	0.0	2	0.0	0.005	3.4	LOS A	0.0	0.2	0.49	0.46	0.49	36.9
2	T1	All MCs	1	0.0	1	0.0	0.005	2.9	LOS A	0.0	0.2	0.49	0.46	0.49	36.1
3	R2	All MCs	2	0.0	2	0.0	0.005	7.2	LOS A	0.0	0.2	0.49	0.46	0.49	36.1
Approach			5	0.0	5	0.0	0.005	4.9	LOS A	0.0	0.2	0.49	0.46	0.49	36.5
East: Henley Street															
4	L2	All MCs	2	0.0	2	0.0	0.220	2.5	LOS A	1.4	11.6	0.40	0.47	0.40	36.0
5	T1	All MCs	95	0.2	95	0.2	0.220	2.2	LOS A	1.4	11.6	0.40	0.47	0.40	32.9
6	R2	All MCs	153	0.2	153	0.2	0.220	6.5	LOS A	1.4	11.6	0.40	0.47	0.40	24.0
Approach			249	0.2	249	0.2	0.220	4.8	LOS A	1.4	11.6	0.40	0.47	0.40	29.4
North: Asturian Drive															
1	L2	All MCs	153	0.3	153	0.3	0.243	2.6	LOS A	1.6	13.3	0.40	0.45	0.40	25.9
8	T1	All MCs	1	0.0	1	0.0	0.243	2.1	LOS A	1.6	13.3	0.40	0.45	0.40	36.6
2	R2	All MCs	126	0.3	126	0.3	0.243	6.4	LOS A	1.6	13.3	0.40	0.45	0.40	32.9
Approach			280	0.3	280	0.3	0.243	4.3	LOS A	1.6	13.3	0.40	0.45	0.40	30.6
West: Henley Street															
3	L2	All MCs	147	0.2	147	0.2	0.244	2.9	LOS A	1.6	13.1	0.44	0.37	0.44	33.9
4	T1	All MCs	118	0.2	118	0.2	0.244	2.4	LOS A	1.6	13.1	0.44	0.37	0.44	33.9
12	R2	All MCs	2	0.0	2	0.0	0.244	6.6	LOS A	1.6	13.1	0.44	0.37	0.44	37.4
Approach			267	0.2	267	0.2	0.244	2.7	LOS A	1.6	13.1	0.44	0.37	0.44	34.0
All Vehicles			802	0.2	802	0.2	0.244	3.9	LOS A	1.6	13.3	0.41	0.43	0.41	31.6

Table 23. SIDRA results for the Asturian Drive/Henley Street intersection – weekday PM peak (2031 Scenario)

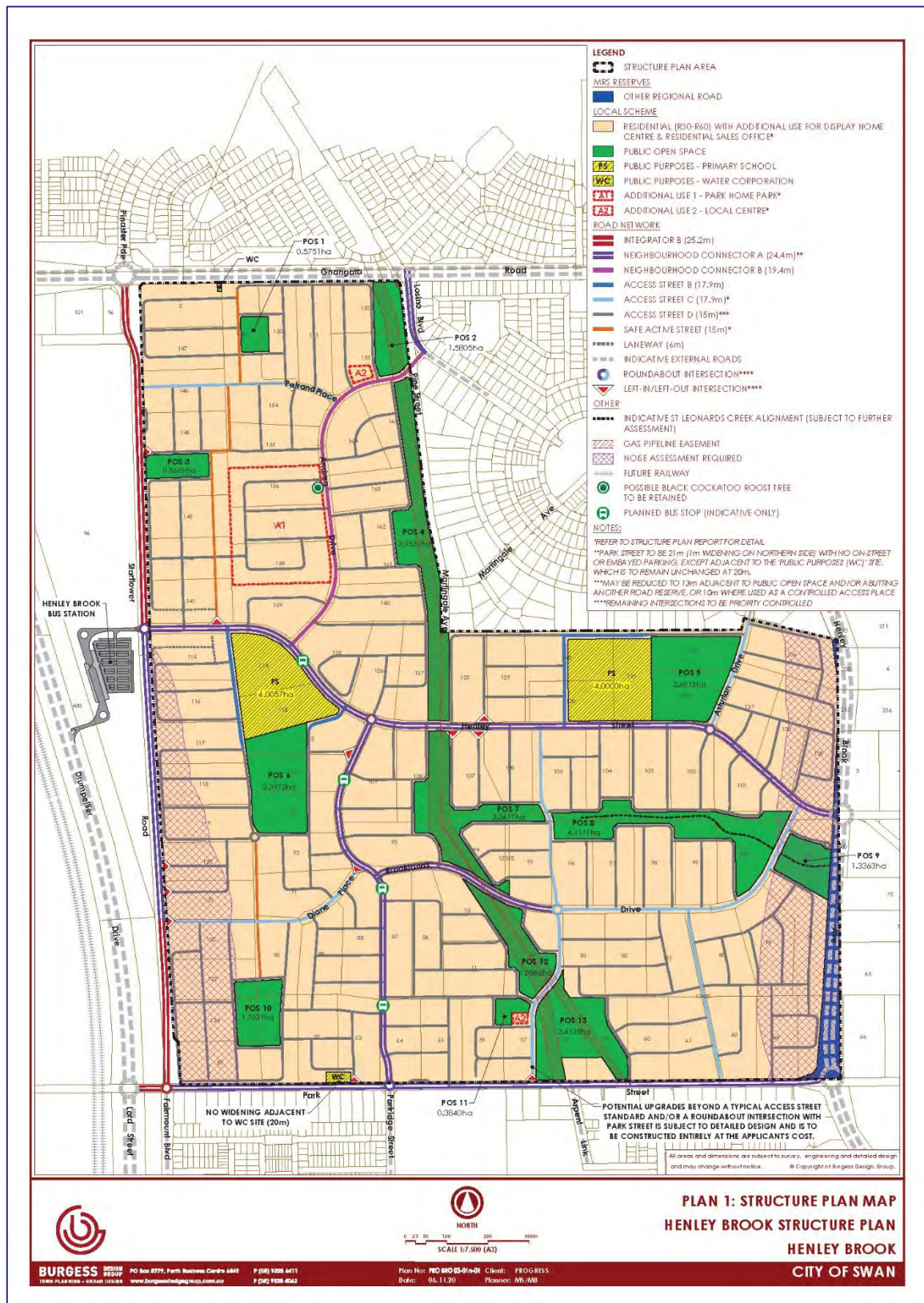
Vehicle Movement Performance															
Mov ID	Turn	Mov Class	Demand Flows		Arrival Flows		Deg. Satn	Aver. Delay	Level of Service	95% Back Of Queue		Prop. Queued	Eff. Stop of Cycles	Number Rate to Depart	Aver. Speed
			[Total HV]	%	[Total HV]	%	v/c	sec		[Veh. veh	Dist] m				km/h
South: Subdivision Road															
1	L2	All MCs	2	0.0	2	0.0	0.006	3.7	LOS A	0.0	0.2	0.52	0.48	0.52	36.8
2	T1	All MCs	1	0.0	1	0.0	0.006	3.2	LOS A	0.0	0.2	0.52	0.48	0.52	36.0
3	R2	All MCs	2	0.0	2	0.0	0.006	7.5	LOS A	0.0	0.2	0.52	0.48	0.52	36.0
Approach			5	0.0	5	0.0	0.006	5.1	LOS A	0.0	0.2	0.52	0.48	0.52	36.4
East: Henley Street															
4	L2	All MCs	2	0.0	2	0.0	0.246	2.7	LOS A	1.6	13.2	0.44	0.47	0.44	36.0
5	T1	All MCs	117	0.2	117	0.2	0.246	2.4	LOS A	1.6	13.2	0.44	0.47	0.44	32.9
6	R2	All MCs	153	0.2	153	0.2	0.246	6.7	LOS A	1.6	13.2	0.44	0.47	0.44	23.9
Approach			272	0.2	272	0.2	0.246	4.8	LOS A	1.6	13.2	0.44	0.47	0.44	29.8
North: Asturian Drive															
1	L2	All MCs	153	0.3	153	0.3	0.251	2.4	LOS A	1.7	14.1	0.36	0.45	0.36	26.0
8	T1	All MCs	1	0.0	1	0.0	0.251	1.9	LOS A	1.7	14.1	0.36	0.45	0.36	36.6
2	R2	All MCs	148	0.3	148	0.3	0.251	6.3	LOS A	1.7	14.1	0.36	0.45	0.36	32.9
Approach			302	0.3	302	0.3	0.251	4.3	LOS A	1.7	14.1	0.36	0.45	0.36	30.9
West: Henley Street															
3	L2	All MCs	125	0.2	125	0.2	0.206	2.8	LOS A	1.3	10.8	0.43	0.37	0.43	34.0
4	T1	All MCs	96	0.2	96	0.2	0.206	2.4	LOS A	1.3	10.8	0.43	0.37	0.43	34.0
12	R2	All MCs	2	0.0	2	0.0	0.206	6.6	LOS A	1.3	10.8	0.43	0.37	0.43	37.5
Approach			223	0.2	223	0.2	0.206	2.7	LOS A	1.3	10.8	0.43	0.37	0.43	34.1
All Vehicles			802	0.2	802	0.2	0.251	4.0	LOS A	1.7	14.1	0.41	0.43	0.41	31.6

Appendix C

HENLEY BROOK STRUCTURE PLAN



Engineering a better future for over 20 years!



Appendix E – Parking and Access Management Plan: Transcore – June 2026



Australian Islamic College, Henley Brook

Access & Operational Management Plan

PREPARED FOR:
Australian Islamic College
(Perth) WA

June 2026

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1 Introduction

This Access and Operational Management Plan (hereafter A&OMP) is prepared for Australian Islamic College (Perth) Inc with respect to the proposed AIC Henley Brook K-12 school expansion project.

Following the latest DAP decision from 20th May 2025 to defer the application for the proposed school expansion, DAP requested that *“an A&OMP should be prepared for the school to demonstrate the capacity to accommodate within the school site the additional students, all traffic and operational aspects associated with the drop-off and pick-up of school students”*.

The operation aspects of the plan to include, but not limited to:

- *Class operational hours including the opportunity to stagger these*
- *Accessibility including gate opening arrangement*
- *Traffic management including the appointment and operation of school wardens*
- *Advice and information provided to staff, students and parents/carers regarding appropriate arrangements for drop off and pick up on avoid on road queuing and parking*
- *Site signage, pavement markings, to improve understanding of circulation and parking time management*

Once fully developed (expected to occur by 2028), AIC Henley Brook school will accommodate 1,510 students and 80 staff which is an increase from the originally approved 1,000-student campus in 2024. The 2024 approval is currently under construction at the school and is anticipated to be completed by July 2027.

Accordingly, Transcore has prepared this A&OMP in accordance with DAP resolution and City’s requirements. During the course of this process Transcore liaised with the City of Swan. As a result, the Temporary Traffic Management Plan (TTMP) which will be in place until the completion of the construction works. The Ultimate Traffic Management Plan (UTMP) which will be implemented following completion of the construction works, was developed through consultation with the City and has subsequently approved by the City.

In order to assist with the preparation of this A&OMP, Transcore organised traffic video surveys at school’s three crossovers facilitating access into and egress from visitor car parks. The surveys were undertaken on 25th March 2026 (Wednesday) during morning (7:15-9:15AM) and afternoon (2:15-4:15PM) peak school activity periods and immediately after completion and opening of the adjacent Henley Street/Asturian Drive roundabout intersection. Even though the March 2026 surveys were undertaken during the construction period and before the implementation of the TTMP, the results provided insight into the school traffic operations and existing issues.

Following the approval of the TTMP by the City, the plan was implemented on Monday 18th May 2026 and is currently in operation. Transcore organised video surveys of the TTMP operations on Tuesday 26th May 2026 during the same peak periods as per the March 2026 survey.

2 School Description

2.1 School Location

The Islamic College Henley Brook campus is located within the rapidly developing suburb of Henley Brook. It is bounded by Asturian Drive to the west and Henley Street to the south. The location of the school site in the context of the West Swan locality is illustrated in **Figure 1**.



Figure 1: Location of the subject site

2.2 School Description

The AIC management is proposing to increase the initially approved school capacity from 1,000 to 1,510 students to account for the projected demand. This new student population growth is expected to be reached by 2028.

The school is being developed in stages with Stage 1 (Kindy, Pre-Primary, Primary and High school blocks) previously completed and construction works on Stage 2 (place of worship, library and gym) currently progressing.

The AIC Henley Brook campus comprises the following key facilities and amenities:

- Kindergarten building with an outdoor area;
- Pre-primary school building with an outdoor area;
- Primary school building;
- High school building;
- Library;
- Canteen;
- Special activity building;
- Worship/prayer building;
- Office building;
- Gym compound;
- Outdoor courts; and,
- Oval.

2.3 Local Road Network

Asturian Drive (southern extension of Henley Brook Avenue) is approximately 480m-long road terminating at the southern end at Henley Street. It is constructed as a single-carriageway two-lane road with a carriageway width reducing from 7.0m at its northern end to 6.2m at its southern end and in the vicinity of the subject site.

It operates under a default built-up area speed limit of 50km/h with a 40km/h school zone speed limit in the vicinity of the school.

Henley Street consists of two sections: western portion which connects to Starflower Road (former Lord Street) at the western end and eastern portion which connects to West Swan Road at its eastern end. The two parts of Henley Street are disconnected in the vicinity of the subject site and immediately west of Asturian Drive.

Henley Street (Eastern section), section along the school site, has recently been upgraded to an 8.0m wide, kerbed, single-carriageway road with an on-road cycle lane and a 2.8m wide shared path along the school side but no pedestrian paths on the southern side.

Also, a new roundabout has been constructed at the intersection of Henley Street and Asturian Drive. There is another roundabout currently under construction at the intersection of Henley Street and Henley Brook Avenue and a short distance east of the site. Construction of these two roundabout intersections provides significant traffic operation benefits and opportunities to the school traffic.

Henley Street operates under a 70km/h speed limit regime east of the school site and under a default built-up area speed limit of 50km/h with a 40km/h school zone speed limit in the vicinity of the school.

3 School Access System

The approved and constructed school access system comprises the following elements:

- Full-movement crossover on Henley Street at the western end of the site (approximately 40m east of Henley Street/Asturian Drive roundabout intersection – Gate 3);
- Full-movement crossover on Henley Street at the eastern end of the site (Gate 6);
- Full-movement crossover on Asturian Drive at the southern end of the site (approximately 65m north of Henley Street/Asturian Drive intersection – Gate 2); and,
- New Asturian Drive/Lesmurdie Place access intersection at the northwestern end of the site.

All but the new Asturian Drive/Lesmurdie Place access intersection at the northwestern end of the site provide direct access to school's on-site car parking areas.

The new Asturian Drive/Lesmurdie Place access intersection provides access primarily to the school and Transperth bus parking facility and indirectly to the car park modules at the northeast corner of the site which are designated to staff parking.



Figure 2. School Approved Access System

The operations of the approved and constructed school crossovers are proposed to be modified under TTMP and UTMP. The traffic management plans and the proposed new crossover arrangements are discussed in **Section 5** of this document.

Based on the information provided, the opening times of three (3) Gates facilitating direct access to the subject site are as follows:

Morning

- Gate 2: opens at 8:00am and closes at 9:00am;
- Gate 3: opens at 8:00am and closes at 9:00am; and,
- Gate 6: opens at 6:30am during the temporary traffic management phase to provide construction access while the parents access this gate from 7:30am. This gate will be opened at 7:30am under ultimate traffic management after completion of the construction works.

Afternoon

- Gate 2: opens at 2:30pm and closes at 4:50pm;
- Gate 3: opens at 2:30pm and closes at 4:50pm; and,
- Gate 6: during the temporary traffic management phase, this gate remains open until between 5:00pm and 5:30pm, subject to the daily completion time of the construction works. This gate will be closed at 4:50pm under ultimate traffic management after completion of the construction works.

It is anticipated that kindergarten and pre-primary and Year 1-2 school children will be walked to and from their classes by parents hence parents will use parking within the school. Parents of Year 3-12 are assumed to use drop-off/pick-up option.

Ultimately, kindergarten, pre-primary and primary school students' parents will utilise Lesmurdie Place and western Henley Street crossover to enter the school while using the same crossovers and Asturian Drive crossover to exit the school. The high school students' parents will opt for the Lesmurdie Place (using the perimeter road) and Henley Street crossovers to access respective parent drop off, pick up and parking areas due to location of relevant classrooms. The Henley Street crossovers will be used to exit the site due to one-way nature of the perimeter road.

Parents of primary school children will utilise the Lesmurdie Place and Henley Street western crossover exclusively to access the pick-up/drop-off facilities for primary school. Kindergarten and pre-primary school students' parents will utilise Henley Street western crossover to enter and the same crossover plus Asturian Drive crossover to exit the school.

School staff will access the designated staff parking at the eastern end of the site via Lesmurdie Place and the perimeter road .

Visitors will access the school via Henley Street crossovers and access respective bays via internal car park driveways.

Staggered class operational hours will be considered following completion of the current construction works and when the ultimate traffic management phase is in place if required. The school will monitor operational conditions and consider and implement staggered class schedules as necessary as part of the review process for this A&OMP.

4 School Parking

4.1 On-site Parking

According to the approved site plan, once fully built out, the school car parking supply will comprise 269 car bays and eight bus bays. The car parking accommodates staff, visitor, parent, administration/management and drop-off/pick-up bays. However, after the implementation of the UTMP, the total parking supply will be 251 car bays.

No on-street parking is permitted on adjacent roads. This is enforced through appropriate “No Stopping on Road or Verge” signs on both roads (refer **Figure 3**).



Figure 3: “No Stopping on Road or Verge” signs on Asturian Drive & Henley Street

Ultimately, the on-site parking at the school campus will be distributed across the site as follows:

- Carpark for parent parking comprising 70 bays at the southwestern corner of the site (inclusive of two ACROD bays);
- Carpark for parent parking comprising 82 bays along the Henley Street frontage;
- A 7-bay parking module for staff/visitor parking adjacent to the office building and fronting Henley Street (inclusive of two ACROD bays);
- A car park module combining 9 staff bays plus a turnaround bay along the eastern perimeter road;
- 10 to 12 drop off/pick up bays along the eastern perimeter road;
- Staff parking area at the NE corner of the site totalling 45 bays;
- Two drop-off/pick-up facilities with 6 and 7 bays at the SW corner of the site for primary school students;
- A drop-off/pick-up facility totalling 13 bays for high school students; and,
- A total of eight parking bays for buses along the northern service road.

The bus parking along the Lesmurdie Place accommodates a total of eight bays, five of which are for large buses and three for mini-buses. Recently introduced direct Transperth bus service connecting the AIC campus with Ellenbrook train station now

features a bus stop for the school students which is also accommodated within this facility. The location of the recently formalised Transperth bus bay is illustrated in **Figure 4**.



Figure 4: Bus parking facility (inclusive of Transperth bus stop)

A total of 30 bicycle racks (60 bicycles capacity) for staff and students arriving to the site by bicycles are provided immediately east of the high school building and adjacent to the eastern Henley Street crossover. A detailed school parking map illustrating various types of parking components is presented in **Figure 5**.

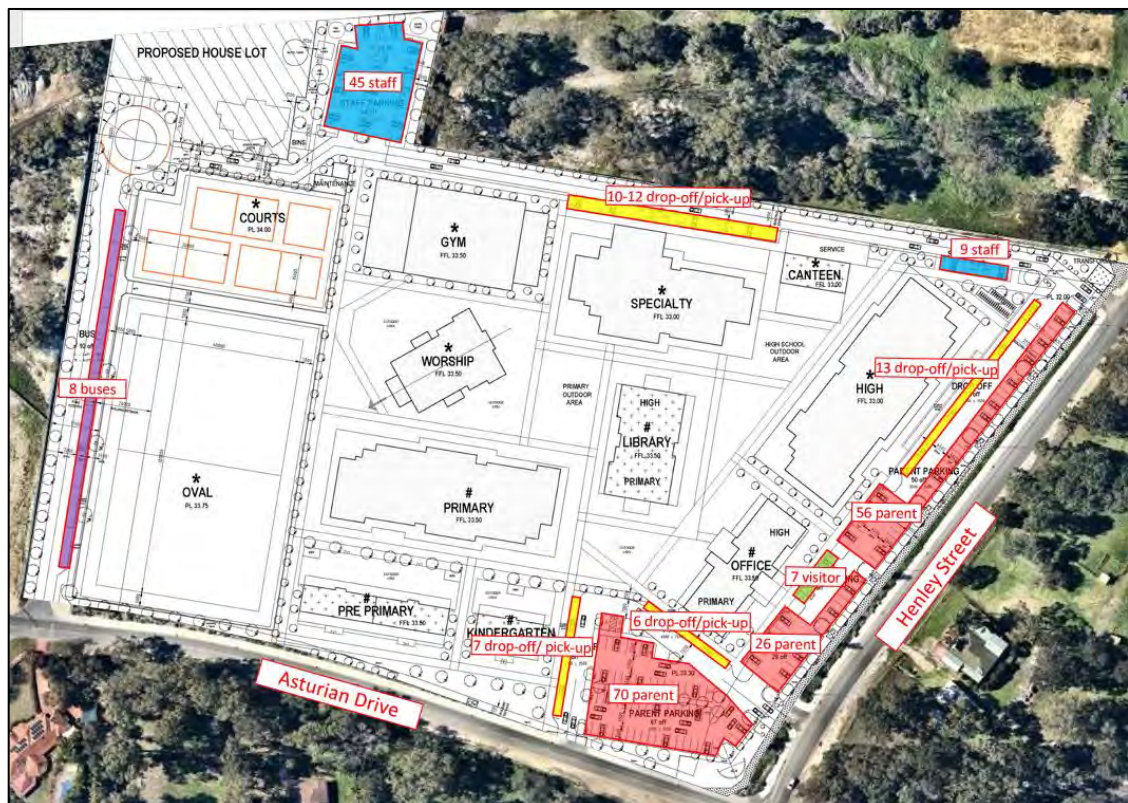


Figure 5: School Parking Plan

4.2 Drop-off/Pick-Up Operation

4.2.1 Drop-Off/Pick-Up Facilities

School provides for four drop-off/pick-up facilities as follows:

- 7-bay drop-off/pick-up facility for primary school students (southwest corner of the site);
- 6-bay drop-off/pick-up facility for primary school students (southwest corner of the site);
- 13-bay drop-off/pick-up facility for high school students (in front of high school building); and,
- 10-12 bay drop-off/pick-up facility for high school and speciality classroom (along the eastern perimeter road).

Access to 6-bay and 7-bay drop-off/pick-up facilities associated with the primary school is recommended to be from the western Henley Street crossover (Gate 3) while egress will be from the southern Asturian Drive crossover (Gate 2) (refer **Figure 6**). This set up facilitates efficient, single-directional anticlockwise movement through the facility. Appropriate signage will be posted at both crossovers and gates

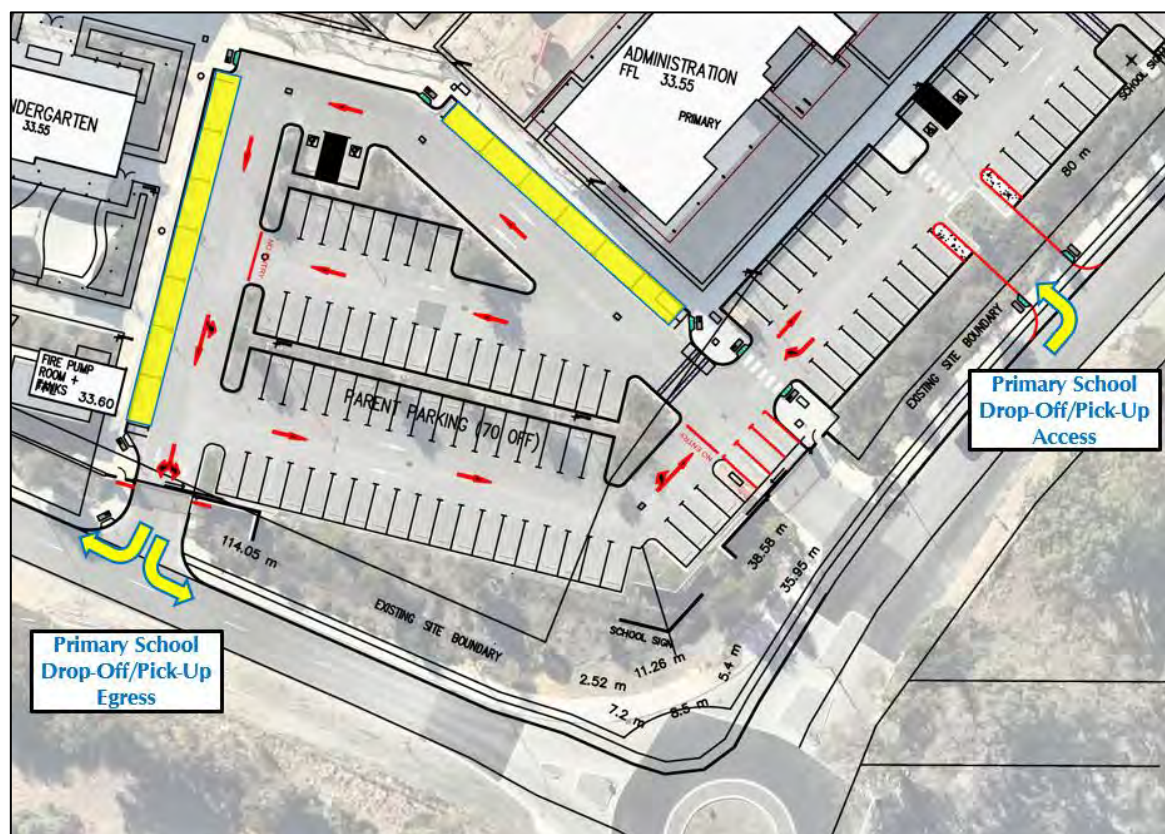


Figure 6: Primary school recommended drop-off/pick-up bays access system

Similarly, access to 13-bay drop-off/pick-up facility associated with the high school is recommended to be from the western Henley Street crossover (Gate 3) while egress will be from eastern Henley Street crossover (Gate 6) (refer **Figure 7**). This set up facilitates efficient, single-directional clockwise movement through the site. Appropriate signage will be posted at both crossovers.

High school and speciality classroom drop off/pick is also recommended to access from Lesmurdie Place/Asturian Drive intersection (Gate 1) and egress from western Henley Street crossover (Gate 6). Please refer to **Figure 8**.

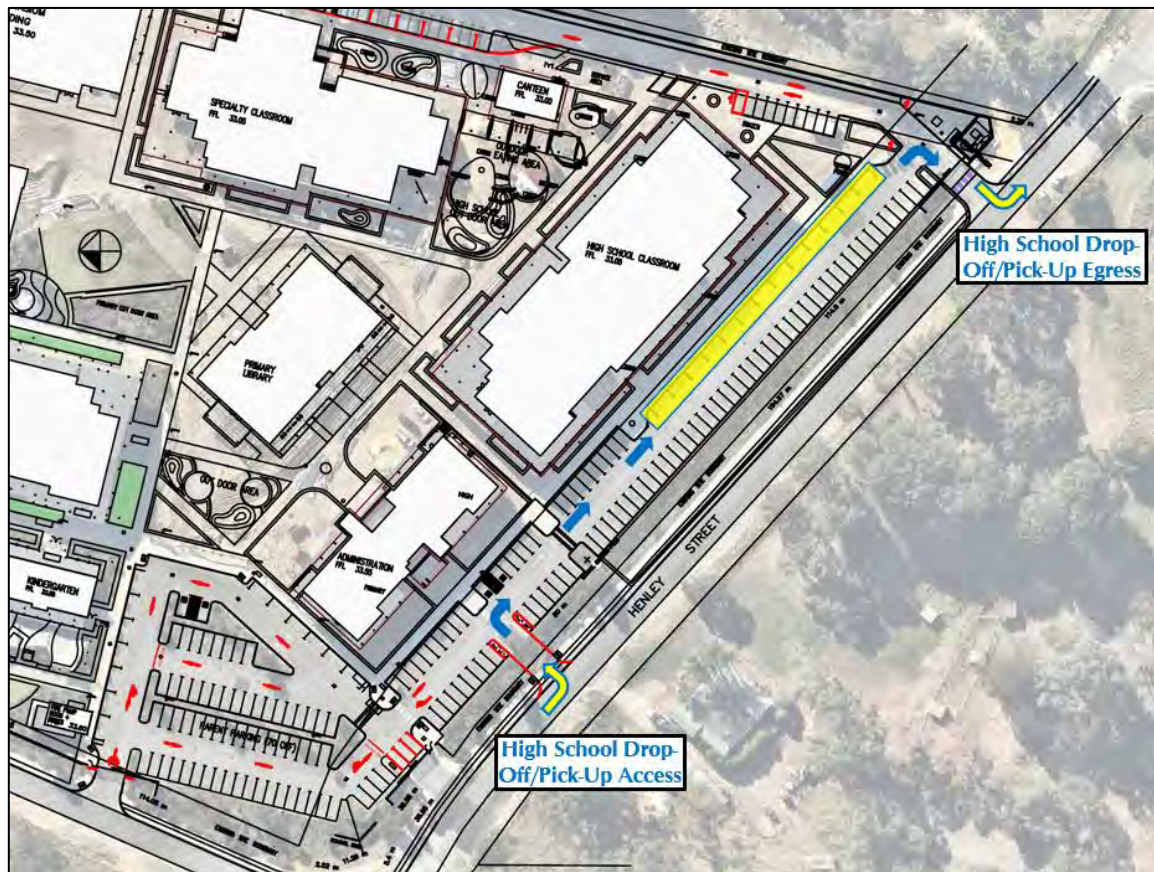


Figure 7: High school recommended drop-off/pick-up bays access system



Figure 8. High school and Specialty Classroom recommended drop-off/pick-up bays access system

4.2.2 Drop-Off/Pick-Up Operations

- Members of school staff will be rostered to coordinate the safe and efficient operation of the four drop-off/pick-up facilities during peak morning and afternoon drop-off/pick-up activity so that parents do not park in these bays for longer than is necessary;
- Parents will follow all instructions from staff and adhere to the guidance from line markings and signage;
- No long-term parking is permitted in drop-off/pick-up bays;
- No verge or on-street parking is permitted on Henley Street and Asturian Drive;
- The drivers must remain inside the vehicle, with the engine running;
- Children are to be prepared to promptly enter or exit the vehicle from the passenger (i.e., left) side of the vehicle (kerb side) only; and,
- If drop-off/pick-up bays are full, the driver will be directed to exit bays and complete a full loop and re-attempt parking following the signage, line markings and directional arrows.

4.3 Parking and Drop-off/Pick-Up Operation Assessment

4.3.1 Traffic Survey

A traffic video survey was organised by Transcore on Wednesday 23rd March 2026 at three school's crossovers providing access into the parent/visitor car park in order to develop some understanding of the existing traffic patterns. The survey was undertaken during the peak school activity periods in the morning (7:15-9:15AM) and afternoon (2:15-4:15PM) so to capture the activities associated with school morning drop-offs and afternoon pick-ups.

The survey was also scheduled immediately after the completion and opening of the adjacent Henley Street/Asturian Drive roundabout intersection in order to avoid recent roundabout-related construction traffic which impacted the regular school traffic activities in recent period.

It should also be noted that on-site construction works are currently underway at the school campus as part of the Stage 2 scope of works. These activities are planned to be completed by July 2027 and have practical and tangible impact on the current traffic and parking operations at the site as construction personnel are utilising parts of the school's on-site parking and driveway system for their activities. In addition, school staff is currently utilising part of the parent designated parking as staff parking areas are currently inaccessible.

In addition, the proposed school expansion will result in increase in K-Year 6 and Year 7-12 student population of 237 and 284 students, respectively. This will result in proportionally higher usage of drop-off/pick-up facility in lieu of on-site parking in the post-expansion stage, as senior students tend to walk to respective classrooms while younger students are usually walked to their classrooms by parents.

The planned school-operated bus services are yet to be introduced. Once this service is fully operational it will result in reduction on reliance on private vehicles for student commute and similarly reduce the demand for on-site parking. The senior students also tend to utilise public transport more than the junior students hence greater pick-up of the existing Transperth bus service is anticipated in the post-expansion stage.

All of the above is resulting in somewhat skewed traffic and parking operations currently at the site. Accordingly, Transcore has attempted to filter out all the non-relevant traffic and parking activities from the survey data and focus on parent movements and on-site parking demand only during the peak 30min morning drop-off (8:00-8:30AM) and afternoon pick-up (3:00-3:30PM) periods.

This A&OMP document should be regarded as a fluid document, hence it is recommended to undertake subsequent traffic video surveys at distinct points in time such as after completion of the current construction, after the school expansion is fully implemented and after school bus services are fully operational. After each new video survey, it is further recommended to revisit and update this A&OMP as appropriate.

4.3.2 On-site Parking Demand

In order to ascertain the post-expansion on-site parking demand, the relevant parking accumulation data was derived from the recent March 2026 video survey. The aggregated parking accumulation (for all year groups) was established for the existing student population of 989 students for the critical 8:00-9:00AM period in the morning and 2:15-3:30PM period in the afternoon period, in 15-min bins. The afternoon survey accounts for the longer on-site waiting period typically occurring during student pick-ups.

The relevant data was factored up by 1.53x (1,510/989) to account for the proposed increase in student enrolment numbers. The respective AM and PM periods parking accumulation charts are presented in **Figure 9** and **Figure 10**.

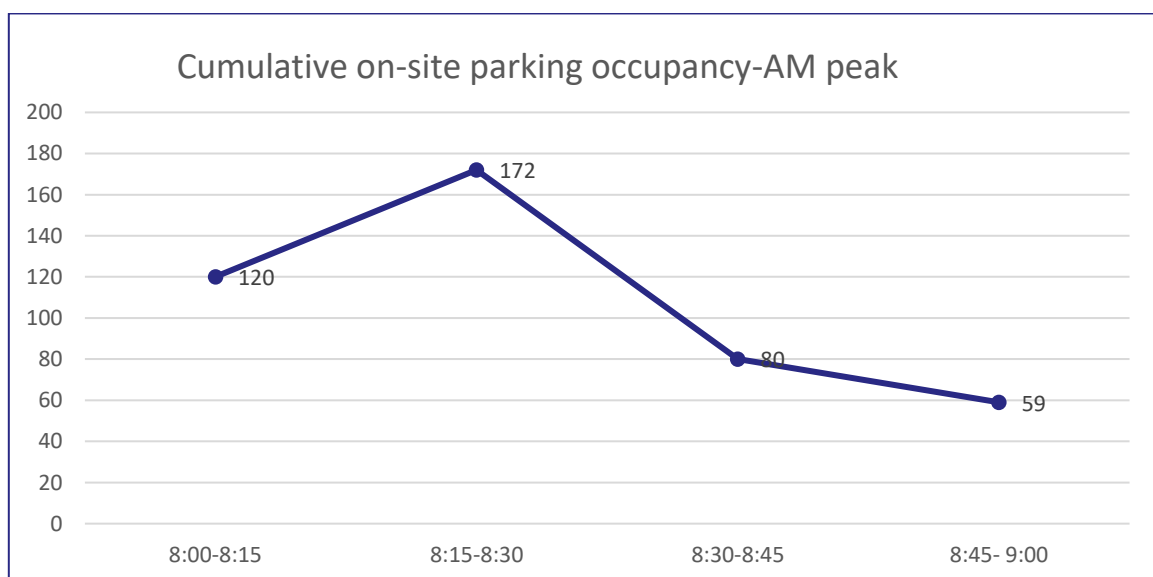


Figure 9: On-site parking accumulation data – AM period (drop-off activity)

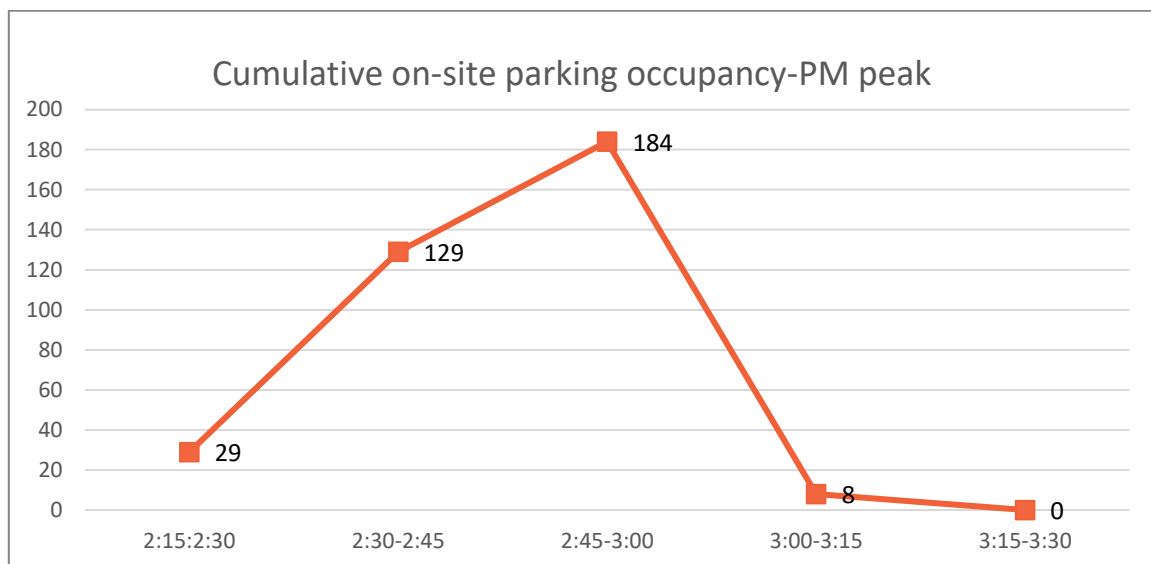


Figure 10: On-site parking accumulation data – PM period (pick-up activity)

Again, it should be noted that the presented data was filtered out survey data which attempts to remove all non-relevant data resulting from current on-site Stage 2 construction activity.

According to parking accumulation projections for the post-expansion stage, the anticipated on-site peak parking demand will be 172 bays and 184 bays in the morning and afternoon peak activity periods, respectively.

It is important to note that the adopted parking demand factor does not account for the anticipated higher uptake of school bus service and Transperth bus service which will in return result in reduced utilisation of private cars and by association parking demand.

As such, although conservatively the projected future parking demand is theoretically slightly higher than the existing parking supply, it is concluded that the total parking supply and drop up/pick up facilities will be sufficient to meet the post-expansion demand for parent/visitor parking.

4.3.3 Drop-off and Pick-up Capacity

In order to ascertain the capacity of the existing drop-off/pick-up facilities to accommodate the post-expansion demand for this service, the relevant inbound traffic data was derived from the recent March 2026 video survey.

The inbound traffic volumes are a very good predictor for drop-off activity in the AM peak period and contrary not such a relevant predictor for pick-up activities as in the afternoon parents usually arrive early and park for a while prior to attempting pick-ups.

For the purpose of this assessment and based on experience, it is assumed that drop-off/pick-up facilities are overwhelmingly used by primary school students Year 3-6 and high school students. This would translate to the future Year 3-6 cohort (i.e., 30% of total student population) and Year 7-12 cohort (i.e., 44% of total student population) requiring the use of respective primary school and high school drop-off/pick-up facilities. Appropriate car occupancy and multiple siblings per family factors are also accounted for in the assessment.

In order to account for (typically) more complex and longer dwelling time characteristics of pick-ups, compared to drop-offs, time required to complete a pick-up operation has been modelled to be double that of the drop-offs.

Based on the traffic flow predictions derived from survey traffic flows at site's car park accesses, it is estimated that:

- 157 cars will utilise the two primary school drop-off/pick-up facilities in the peak 8:00-8:30AM morning slot;
- 192 cars will utilise the two secondary school drop-off/pick-up facilities in the peak 8:00-8:30AM morning slot;
- 52 cars will utilise the two primary school drop-off/pick-up facilities in the peak 2:30-3:00PM afternoon slot; and,
- 110 cars will utilise the two secondary school drop-off/pick-up facilities in the peak 2:30-3:00PM afternoon slot.

A primary school traffic split of about 46%/54% is applied for the primary school 6-bay and 7-bay facility in accordance with their respective capacity. Clearly, all 100% of high school parents will be utilising the high school 23-25-bay drop-off/pick-up facilities.

The drop-off/pick-up car bay allocation was split between:

- 7-bay facility for primary school students;
- 6-bay facility for primary school students; and,
- 23-25 bay facility for high school students.

The average drop-off and pick-up time of 45 seconds and 90 seconds has been assumed for each vehicle in the facility. This is the total amount of time each vehicle would spend within the "system" being a parking space within the drop-off/pick-up lane. The anticipated time includes park-in, pick-up/drop-off and park-out operations.

A queue length analysis was undertaken to assess the provision of storage for vehicles utilising the two primary and two high school drop-off/pick-up facilities. For this purpose, an M/M/4 queuing model was adopted. The M/M/4 is a multi-server queue model which assumes a single queue of cars being serviced by several drop-off/pick-up points within the facility (single or two facilities combined). Importantly, the calculations are based on half an hour time slot as this is assumed to be the typical "peak" period within the peak hour timeframe.

The queuing model also adopts the following assumptions:

- Vehicles arrive randomly following Poisson probability distribution;
- Service time is exponentially distributed;
- There are multiple server points (drop-off/pick-up bays) for one queue;
- The capacity of the queue in which arriving users (parents) wait before being served (children being dropped-off or picked-up) is infinite (for the purposes of identifying queue space requirements);
- The population of users (i.e. the pool of users) available to join the system is infinite; and,
- The queue is serviced on a first come, first served basis (which in this case is each bay within the facility).

The detailed results of the queuing analysis for the two primary school and two high school only drop-off/pick-up system are provided in **Appendix B**.

In summary, peak hour queuing analysis of the four drop-off/pick-up systems rendered the following key outcomes listed in the **Table 1**.

Table 1: Drop-off/Pick-up System Queue Analysis Results

Key outcomes	System utilisation rate (%)	95% queue (occupied/total bays ¹)
PS (6-bay system) – AM Peak	30%	4 / 6
PS (6-bay system) – PM Peak	20%	3 / 6
PS (7-bay system) – AM Peak	30%	5 / 7
PS (7-bay system) – PM Peak	20%	4 / 7
HS (13-bay system) – AM Peak	19%	5 / 13
HS (13-bay system) – PM Peak	21%	6 / 13
HS + SC (10-12 bay system) – AM Peak	24% - 20%	5 / 10 – 5 / 12
HS + SC (10-12 bay system) – PM Peak	28% - 23%	6 / 10 – 6 / 12

Based on the queue estimation model, the estimated drop-off/pick-up parking bay demand will not exceed the facility's parking capacity 95% of the time. In fact, the anticipated facility parking bay occupancy for primary school stream does not exceed 70% of all bays, while the high school stream is expected to reach a maximum of 60% of bays during peak half-hour period.

Accordingly, providing orderly use of respective facilities no excessive queueing (waiting) is anticipated at either primary or high school drop-off/pick-up facilities.

It should be noted that deployment of school staff for control of internal traffic flows is critical to ensure orderly, efficient and safe utilisation of drop-off/pick-up facilities.

¹ The queue length usually adopted for robust analysis is the 95th percentile queue. This queue length will not be exceeded 95% of the time.

5 Traffic Management

As stated previously in this document both the temporary and ultimate traffic management plan were developed through close liaison with City of Swan with both plans approved.

5.1 Temporary Traffic Management Plan

The Temporary Traffic Management Plan was implemented on Monday 18 May 2026 and will be in place until the completion of the internal school construction activities which are scheduled for July 2027.

The Temporary Traffic Management Plan entails the following elements:

Crossover 1 (Lesmurdie Place/ Asturian Drive)

- All movements (left in/ left out/ right in/ right out) are allowed at this access location.

As the school buses will not be operational till after the completion of the construction activities, the bays allocated for school buses is proposed to be used as drop off/pick up for at least Year 4 - 6 students.

This access will be controlled by a school marshal. When the drop-off/ pick-up area on Lesmurdie Place is full, parents will be directed to Crossover 3 (Gate No. 3) on Henley Street by school marshal.

Crossover 2 (southern access on Asturian Drive – Gate No. 2)

- No entry from Asturian Drive is permitted;
- Left out movement onto Asturian Drive are permitted; and,
- Right out movement onto Asturian Drive are permitted.

This crossover will also be controlled by a school marshal to prohibit entries by parents.

Crossover 3 (western crossover on Henley Street – Gate No. 3)

- No entry from Henley Street is permitted;
- No right out exit movement onto Henley Street is permitted;
- Only left out exit movement onto Henley Street is permitted.

This crossover will also be controlled by a school marshal to prohibit entry and right out exits by parents.

Crossover 4 (eastern crossover on Henely Street – Gate No. 6)

- All movements (left in/ left out/ right in/ right out) are allowed at this crossover.

Carpark between Crossovers 3 and 4

- One-way northbound traffic direction on both lanes;
- Parking is allowed in the marked parking bays;
- Existing drop-off/ pick-up area maintains operation as normal;
- No parking or standing is permitted on the two drive through lanes.

This area will be controlled by a school marshal.

Please see **Figure 11** for more details of the Temporary Traffic Management Plan.

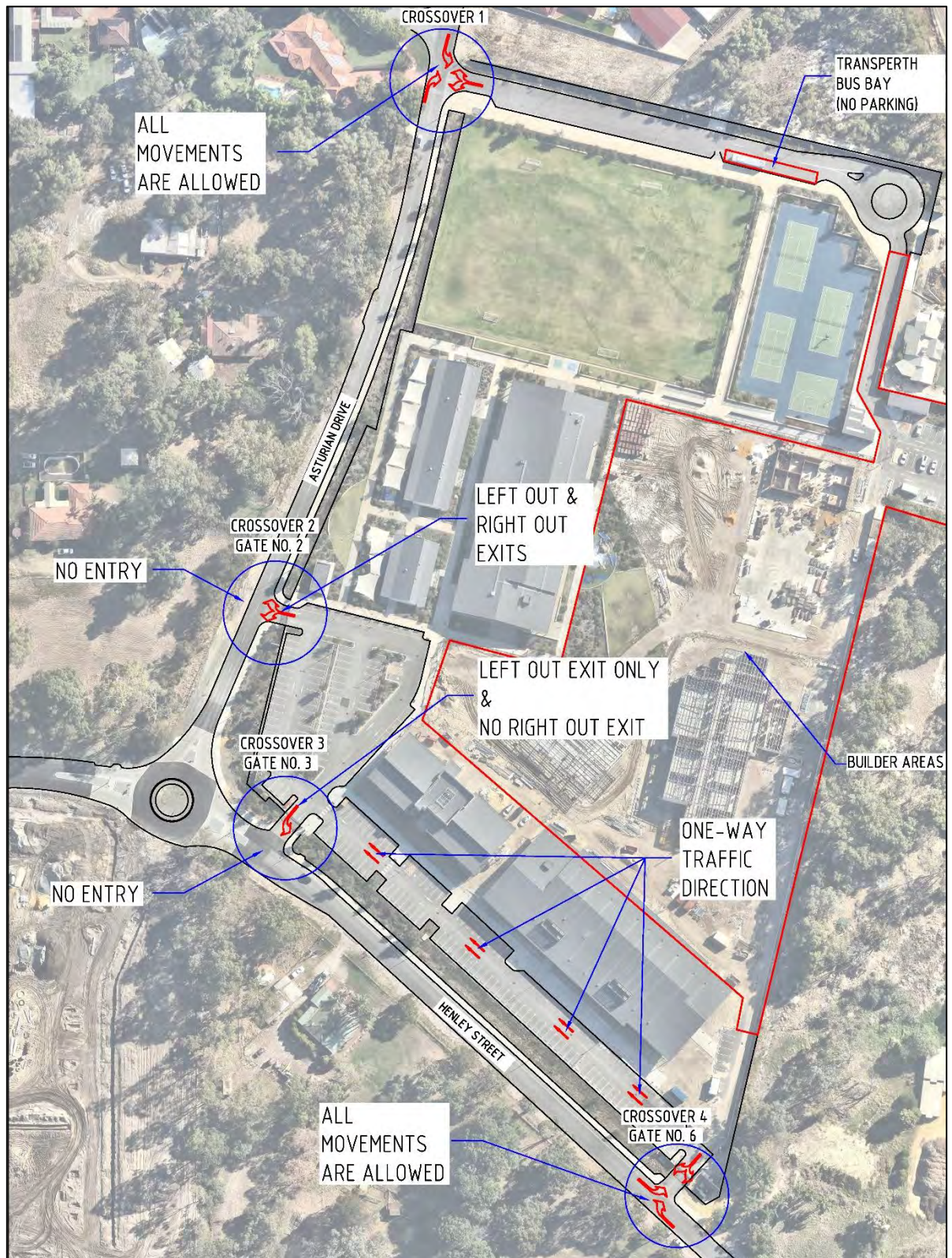


Figure 11. Temporary traffic management plan

5.1.1 Video Surveys During Temporary Traffic Management Measures

Transcore organised the video surveys to monitor and assess the operation of the temporary traffic management arrangements implemented within the subject site. The surveys were undertaken on 26th May 2026, with a total of five (5) cameras strategically positioned on the road network and across the school campus to fully capture the traffic operations at three separate car park areas.

A review of the video surveys has indicated that the Lesmurdie Place drop-off/pick-up area, designated for Years 4–6, was underutilised and noted very limited use on the day of the survey. It was also observed that, during the afternoon school pick-up period, some parents parked on the verges on both sides of Henley Street. In addition, several prohibited entry movements were recorded at the western Henley Street crossover. The surveys further indicated that the car park located parallel to Henley Street experienced high demand, particularly during the afternoon pick-up period, however, it appeared to operate reasonably well and efficiently.

Based on these observations, it is recommended that school wardens be stationed at the crossovers and car parks to discourage prohibited traffic movements at the crossovers with restricted movements and to prevent forbidden verge and on-street parking along both Henley Street and Asturian Drive.

It is also recommended to allocate at least 50% more (but not more than 100% more) school traffic to the drop-off/ pick-up area on Lesmurdie Place. This would help relieve traffic pressure on the other drop-off and pick-up areas throughout the school site and eliminate the observed verge parking on Henley Street.

In conclusion the Temporary Traffic Management Plan appears to operate reasonably well as all congestion and queueing on the abutting roads have been removed.

5.2 Ultimate Traffic Management Plan

The Ultimate Traffic Management Plan will be implemented after the current school construction works are completed which is anticipated to occur by July 2027. As part of this plan and as requested by City, western Henley Street crossover is to be relocated further east and further away from the roundabout intersection.

Crossover 1 (Lesmurdie Place/ Asturian Drive)

- All movements (left in/ left out/ right in/ right out) are allowed at this access location.

This crossover will be controlled by a school marshal as no drop off/pick up will be permitted on Lesmurdie Place. This area will be for bus uses only; however, the crossover facilitates access to the staff parking area and drop off/pick up facility on the eastern perimeter road.

Crossover 2 (southern Asturian Drive access – Gate No. 2)

- No entry from Asturian Drive is permitted;
- Left out movement onto Asturian Drive are permitted; and,
- Right out movement onto Asturian Drive are permitted.
- “No entry” signs will be installed outside of the gate at this crossover.

This crossover will also be controlled by a school marshal to prohibit entries by parents.

Carpark at the southwest corner of the subject site

- One-way traffic direction as indicated by the arrow pavement markings.

Relocated Crossover 3 (western Henley Street crossover – Gate No. 3)

- This crossover will be relocated approximately 37m towards east.
- No right in entry from Henley Street is permitted;
- Left in entry from Henley Street is permitted;
- No right out exit movement onto Henley Street is permitted;
- Left out exit movement onto Henley Street is permitted.

This crossover will also be controlled by a school marshal to prohibit right in entry and right out exit by parents.

Crossover 4 (eastern Henley Street crossover – Gate No. 6)

This crossover will be operating as full movement till Henley Street roadworks are implemented by city. At this time this crossover will be converted to left in/left out/right in with no right-out sign posted.

Carpark between Crossovers 3 and 4

- Two-way traffic directions on both lanes;
- Parking is allowed in the marked parking bays;
- Existing drop-off/ pick-up area maintains operation as normal;
- No parking or standing is permitted on the driveway.

This area will be controlled by a school marshal.

Staff carpark along the eastern boundary of the subject site

- One-way southbound traffic direction between staff parking area accommodating 45 bays at the northeast corner of the site and staff parking area accommodating 9 parking bays at the southeast corner of the site (eastern perimeter road).
- Total of 10-12 drop off/pick up bays are provided.
- No parking or standing is permitted on the driveway.
- “No entry” sign will be installed at the north of staff parking area accommodating 9 parking bays. A turn around bay is also proposed at this location.
- “No entry” sign with “Authorised Vehicle Only” will be installed before the staff parking area accommodating 9 parking bays.

Please see **Figure 12** for more details.

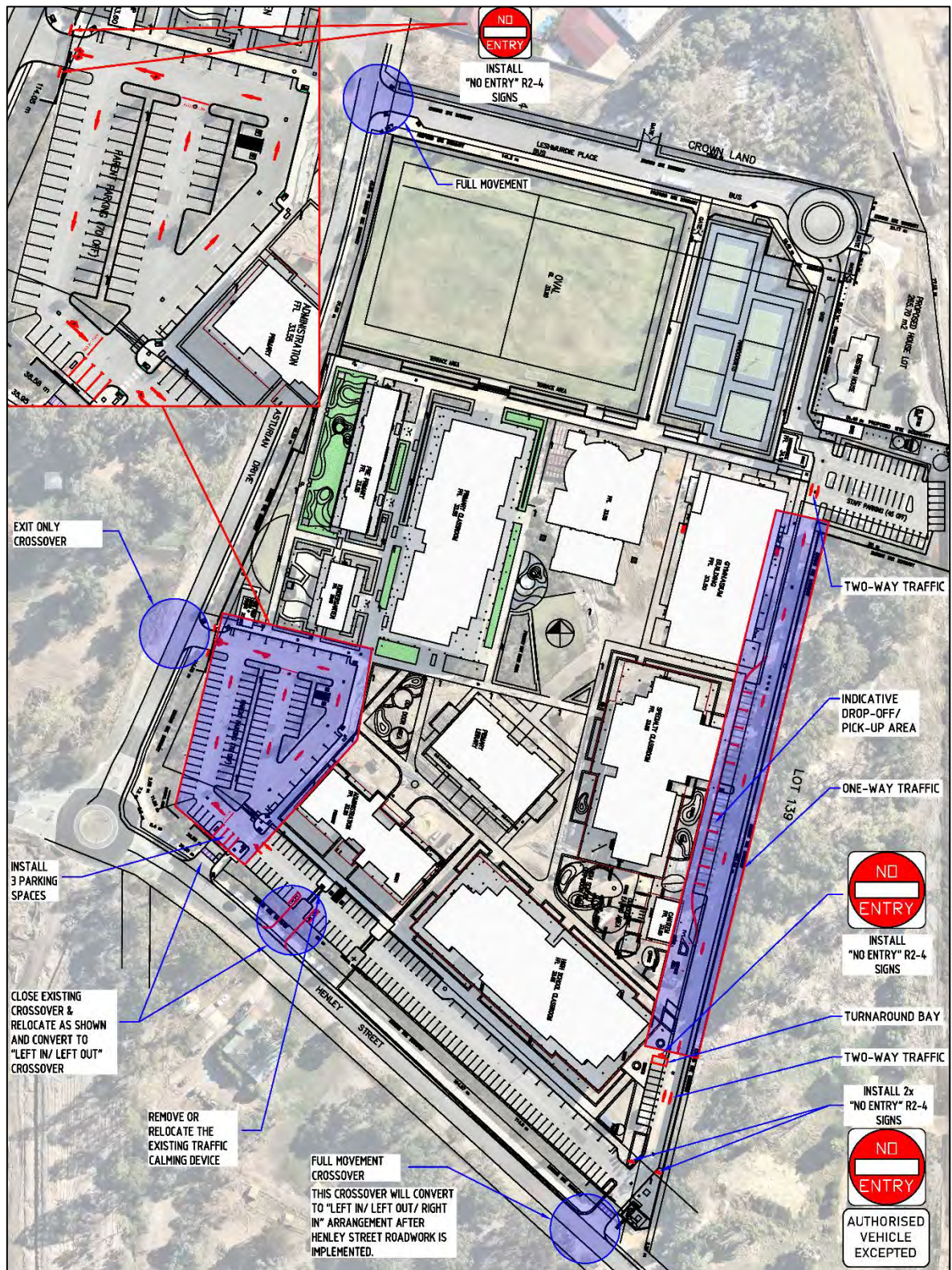


Figure 12. Ultimate traffic management plan

6 Active Transport

6.1 YourMove Program

YourMove Schools is a free program delivered by the Department of Transport that aims to increase walking, riding, scootering and public transport for the school trips and reduce car trips.

The school is registered as a member of the YourMove program since its opening in January 2024 and aims to support its students, staff and school community to swap a few car trips each week for walking, riding a bike, scooting or a more sustainable form of transport. School's involvement in YourMove is facilitated by a staff committee who identify and coordinate initiatives unique to school.

Where safe, effective and practical, the school encourages and facilitates promotion of alternative modes of transport for getting to and from school including walking and cycling.

6.2 Walking & Cycling

Shared paths have recently been installed along the school frontages to Asturian Drive and Henley Street connecting to the existing footpath on the western side of Asturian Drive. However, shared path on Henley Street is currently isolated from the balance of path system within the locality.

Apart from the existing shared path along the western side of Henley Brook Avenue which connects to the subject site via a short footpath along Asturian Drive there are no other shared paths in this vicinity. However, Asturian Drive and Henley Street are classified as “good road riding environment” and as such can be used by cyclists. The Department of Transport's *Perth Bike Map* series provides details of available pedestrian and cyclist connections to the site (refer **Figure 13**).

Once the *Henley Brook Structure Plan* is fully developed the existing shared paths fronting the subject site will integrate with the balance of the structure plan path network to form an integrated system of paths. Hence, it is anticipated that with the ongoing development of the locality the participation of cycling activity by students and possibly staff is expected to increase.

School provides a comprehensive network of internal paths within the campus connecting bus parking, drop-off/pick-up and bike parking areas with the classrooms.

The school also provides centralised secure bicycle storage compound for 60 bikes/scooters. This facility is located immediately east of the high school building and adjacent to the eastern Henley Street crossover.

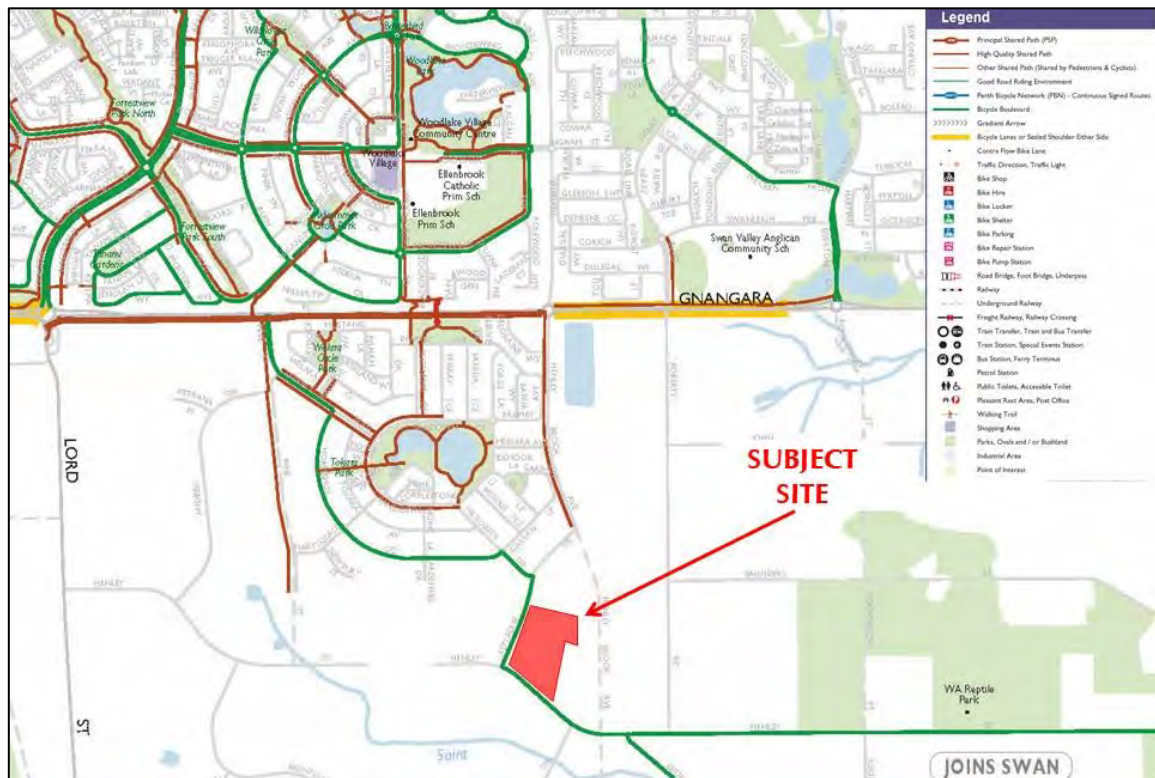


Figure 13: Perth Bike Map (source: Department of Transport)

6.3 Bus Transport

Significant number of students will be bused to/from the campus by school-operated bus fleet. A bus parking facility is located off Lesmurdie Place accommodation eight bus bays, five large and three small/mini-bus bays. The school buses are proposed to commence operations after the completion of the existing construction and implementation of the school proposed expansion.

This facility also accommodates recently introduced direct Transperth bus service connecting the AIC campus with Ellenbrook train station (refer [Figure 4](#) for more details).

7 Provision for Service Vehicles

The specific arrangements for the service vehicles operation and waste management are specified in Waste Management Plan.

8 Communication

The school's A&OMP will be made available from school's website, social media and content management system as well as directly emailed to parents and staff.

Reminders and messages about the management plans and various relevant elements will regularly be included in school newsletters and notices.

Accordingly, as part of the Temporary Traffic Management Plan which is currently in place, the school administration has distributed information to parents and staff detailing the temporary traffic management arrangements (different iterations), including details of traffic operations at each gate/crossover and within the internal driveway network. This information has been provided to all users to ensure that they understand the temporary traffic management measures and comply with the designated traffic procedures. A copy of the latest information distributed by the school is included in **Appendix C**.

In addition, the school has published an educational video on its social media platforms to further inform the parents regarding the Temporary Traffic Management Plan and the designated pick-up and drop-off procedures. A few screenshot images from the video are presented in **Figure 14** to **Figure 17**.

The same process will be undertaken with respect to the Ultimate Traffic Management Plan implementation.



Figure 14. Screenshot image 1 from the social media video



Figure 15. Screenshot image 2 from the social media video



Figure 16. Screenshot image 3 from the social media video



Figure 17. Screenshot image 4 from the social media video

9 Implementation & Monitoring

As this A&OMP document is a fluid document, it is recommended to undertake follow up traffic video surveys at distinct points in time such as after completion of the current construction and implementation of the Ultimate Traffic Management Plan, after the school expansion is fully implemented and after school bus services are fully operation. Transcore organised a video survey after the implementation of the Temporary Traffic Management Plan.

After each new video survey, it is further recommended to revisit and update this A&OMP as appropriate. Transcore has recommended some actions following the review of the recent video survey of the Temporary Traffic Management Plan.

Prior to the implementation of each element of the A&OMP the key elements of the A&OMP would need to be communicated to all parents/carers and supported by school staff which would be tasked with enforcement and monitoring the A&OMP operation including providing assistance to parents in day-to-day operations. The Temporary Management Plan and additional suggestions have already been communicated to parents and staff.

The operation of the A&OMP should be monitored and documented regularly with regard to the following:

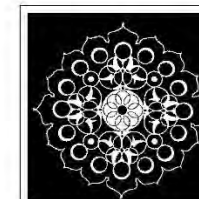
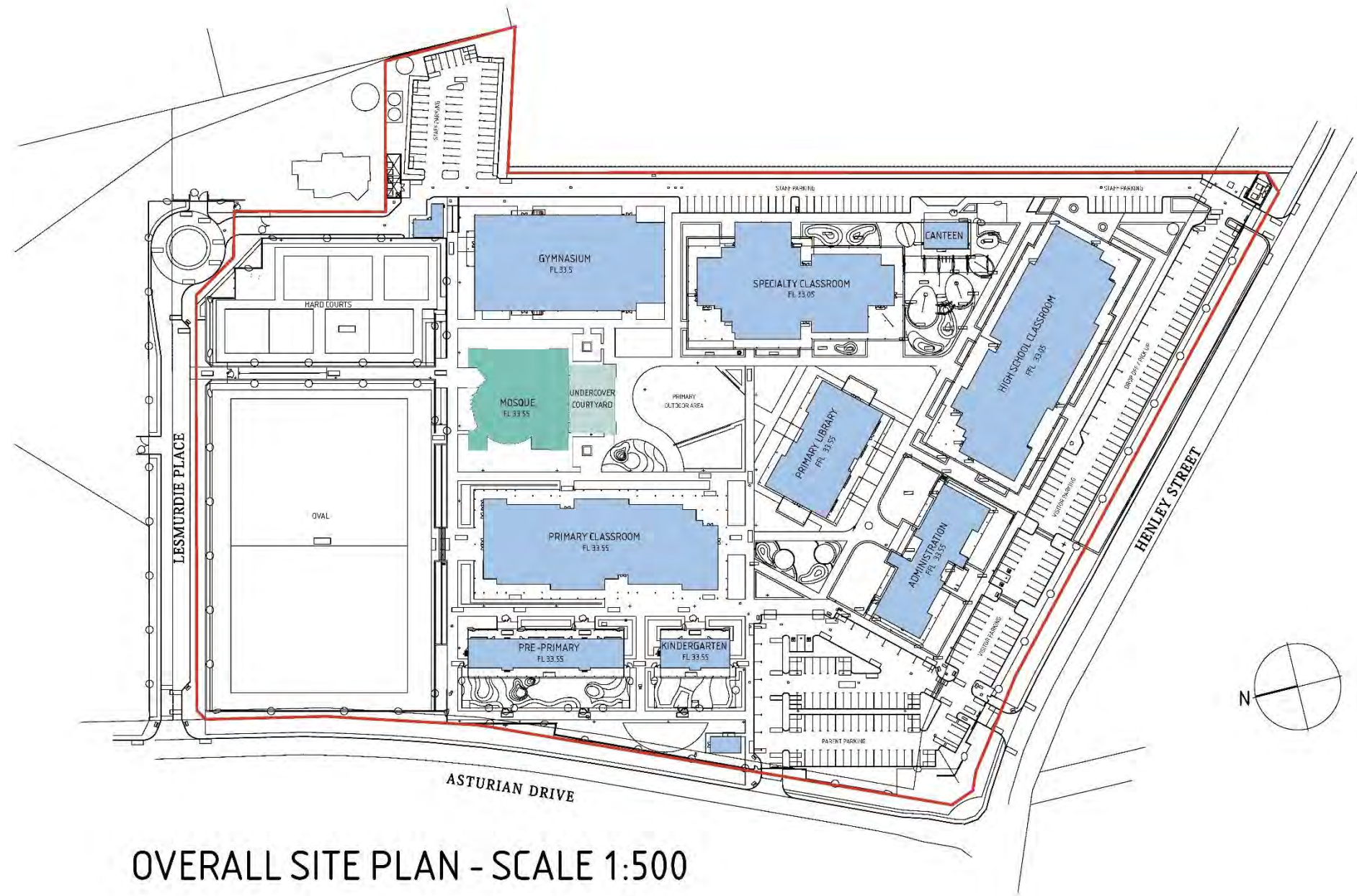
- Appropriate use of all parking bays and car park circulation driveways;
- Effectiveness of the traffic and parking management system;
- Occupancy and turnover rate of the parent waiting bays during peak periods;
- Appropriate use and potential safety issues associated with drop-off/pick-up facilities operation;
- Demand and queuing at drop-off/pick-up facilities;
- Effectiveness and potential safety issues relating to bus drop-off/pick-up facility operation; and,
- Consideration of the staggered class operational hours.

It is proposed to maintain a good record of parking and traffic operations within AIC campus for continuing review process.

Appendix A

APPROVED MASTER PLAN





archetype design
|studio|

architecture - interiors - feng shui
27 Malvern Road, Camberwell VIC 3161
Phone: (03) 9581 1111
Mobile: (03) 9581 1111
Email: info@archetypedesign.com.au



Member Level 1
Australian Institute of Architects
2018

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GENERAL NOTES:
1. All works are to be completed in accordance with the Australian Standards (AS) and the relevant Building Code of Australia (BCA) provisions.
2. All works are to be completed in accordance with the relevant Australian Standards (AS) and the relevant Building Code of Australia (BCA) provisions.
3. All works are to be completed in accordance with the relevant Australian Standards (AS) and the relevant Building Code of Australia (BCA) provisions.
4. All works are to be completed in accordance with the relevant Australian Standards (AS) and the relevant Building Code of Australia (BCA) provisions.
5. All works are to be completed in accordance with the relevant Australian Standards (AS) and the relevant Building Code of Australia (BCA) provisions.

Revision	Description	Date
1	Initial Design	15/11/18



Project:
AIC Mosque Henley Brook
Site Address: 250 HENLEY STREET
HENLEY BROOK WA 6055
Client:
Australian Islamic College

Drawing Title:
Concept Design

Scale: AS SHOWN
Status: 05/11/18

Drawn by:

A01

Appendix B

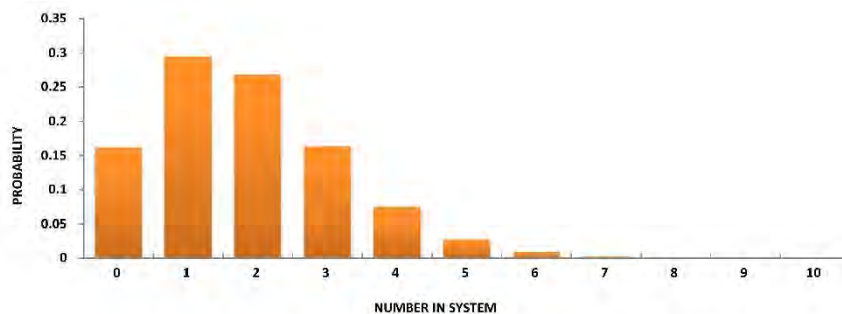
DROP OFF/PICK-UP SYSTEM QUEUE ANALYSIS



M/M/s - Primary School drop-off/Pick-up (6-bay facility) - AM Peak

M/M/s	vph
Arrival rate	73 veh per 1/2 hr
Service rate	40 veh per 1/2 hr
Number of servers	6 bays

Utilization	30.42%
P(0), probability that the system is empty	0.1611
Lq, expected queue length	0.0052 (vehicles)
L, expected number in system	1.8302 (vehicles)
Wq, expected time in queue	0.0001 (hours)
W, expected total time in system	0.0251 (hours)
Probability that a customer waits	0.0119
95% Queue	4.0000 (vehicles)



M/M/s - Primary School drop-off/Pick-up (7-bay facility) - AM Peak**M/M/s****vph****Arrival rate****84** veh per 1/2 hr**Service rate****40** veh per 1/2 hr**Number of servers****7** bays

Utilization

30.00%

P(0), probability that the system is empty

0.1224

Lq, expected queue length

0.0027 (vehicles)

L, expected number in system

2.1027 (vehicles)

Wq, expected time in queue

0.0000 (hours)

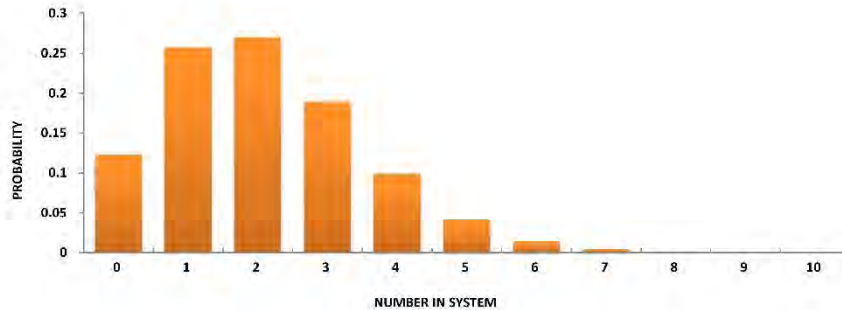
W, expected total time in system

0.0250 (hours)

Probability that a customer waits

0.0062

95% Queue

5.0000 (vehicles)

M/M/s - High School drop-off/Pick-up (13-bay facility) - AM Peak

M/M/s

vph

Arrival rate

96

veh per 1/2 hr

Service rate

40

veh per 1/2 hr

Number of servers

13

bays

Utilization

18.46%

P(0), probability that the system is empty

0.0907

Lq, expected queue length

0.0000 (vehicles)

L, expected number in system

2.4000 (vehicles)

Wq, expected time in queue

0.0000 (hours)

W, expected total time in system

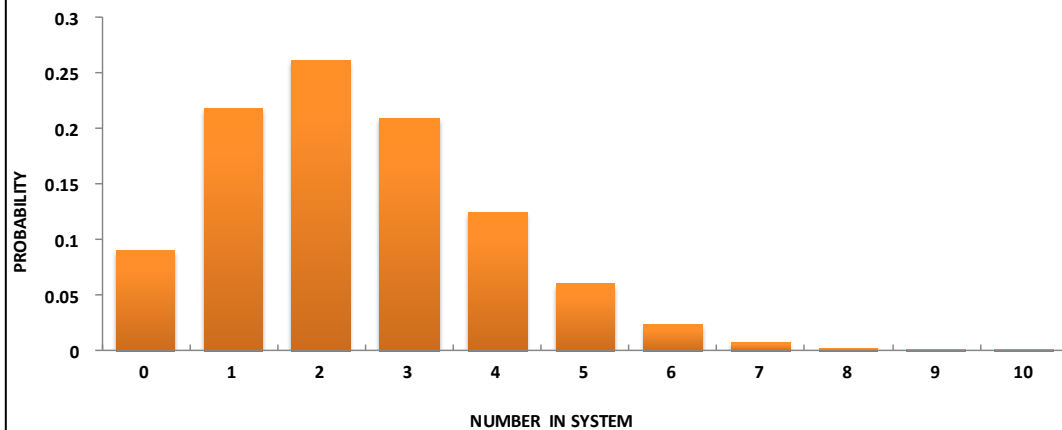
0.0250 (hours)

Probability that a customer waits

0.0000

95% Queue

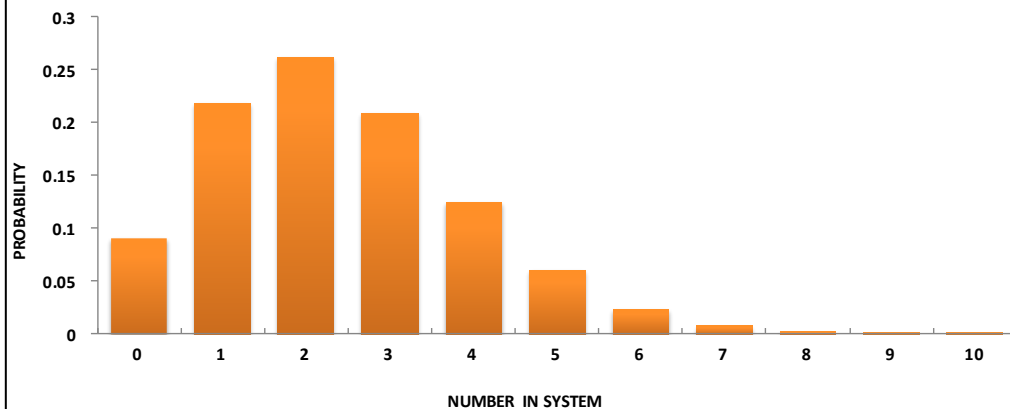
5.0000 (vehicles)



M/M/s - High School/ Specialty Classroom drop-off/Pick-up (10-12 bay facilities) - AM Peak

M/M/s	vph
Arrival rate	96 veh per 1/2 hr
Service rate	40 veh per 1/2 hr
Number of servers	10 bays

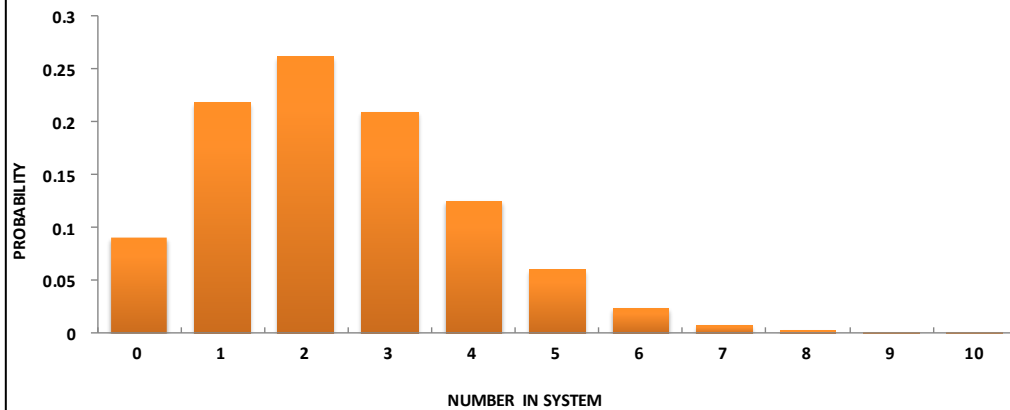
Utilization	24.00%
P(0), probability that the system is empty	0.0907
Lq, expected queue length	0.0001 (vehicles)
L, expected number in system	2.4001 (vehicles)
Wq, expected time in queue	0.0000 (hours)
W, expected total time in system	0.0250 (hours)
Probability that a customer waits	0.0002
95% Queue	5.0000 (vehicles)



M/M/s - High School/ Specialty Classroom drop-off/Pick-up (10-12 bay facilities) - AM Peak

M/M/s	vph
Arrival rate	96 veh per 1/2 hr
Service rate	40 veh per 1/2 hr
Number of servers	12 bays

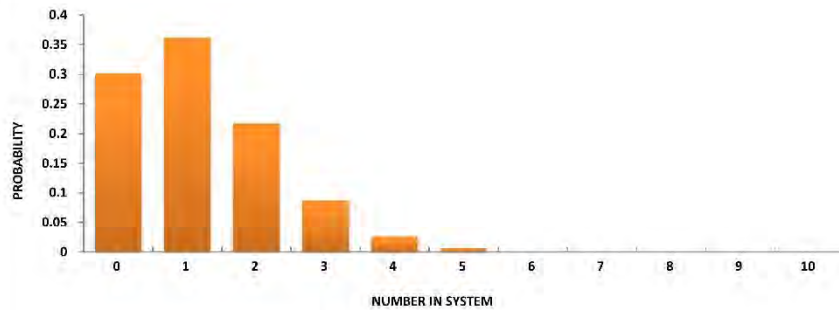
Utilization	20.00%
P(0), probability that the system is empty	0.0907
Lq, expected queue length	0.0000 (vehicles)
L, expected number in system	2.4000 (vehicles)
Wq, expected time in queue	0.0000 (hours)
W, expected total time in system	0.0250 (hours)
Probability that a customer waits	0.0000
95% Queue	5.0000 (vehicles)



M/M/s - Primary School drop-off/Pick-up (6-bay facility) - PM Peak**M/M/s****vph**

Arrival rate	24	veh per 1/2 hr
Service rate	20	veh per 1/2 hr
Number of servers	6	bays

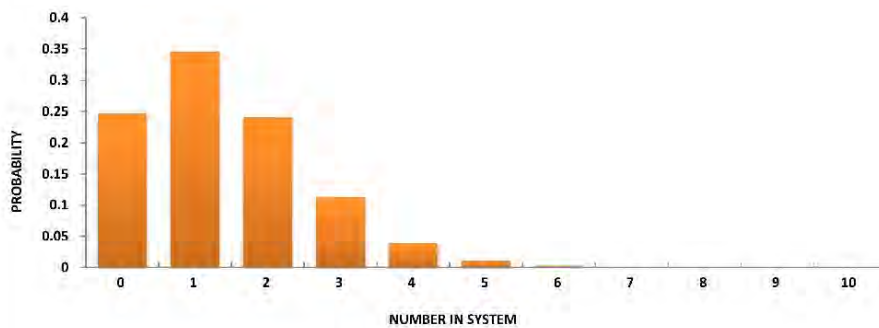
Utilization	20.00%
P(0), probability that the system is empty	0.3012
Lq, expected queue length	0.0004 (vehicles)
L, expected number in system	1.2004 (vehicles)
Wq, expected time in queue	0.0000 (hours)
W, expected total time in system	0.0500 (hours)
Probability that a customer waits	0.0016
95% Queue	3.0000 (vehicles)



M/M/s - Primary School drop-off/Pick-up (7-bay facility) - PM Peak

M/M/s	vph
Arrival rate	28 veh per 1/2 hr
Service rate	20 veh per 1/2 hr
Number of servers	7 bays

Utilization	20.00%
P(0), probability that the system is empty	0.2466
Lq, expected queue length	0.0002 (vehicles)
L, expected number in system	1.4002 (vehicles)
Wq, expected time in queue	0.0000 (hours)
W, expected total time in system	0.0500 (hours)
Probability that a customer waits	0.0006
95% Queue	4.0000 (vehicles)



M/M/s - High School drop-off/Pick-up (13-bay facility) - PM Peak

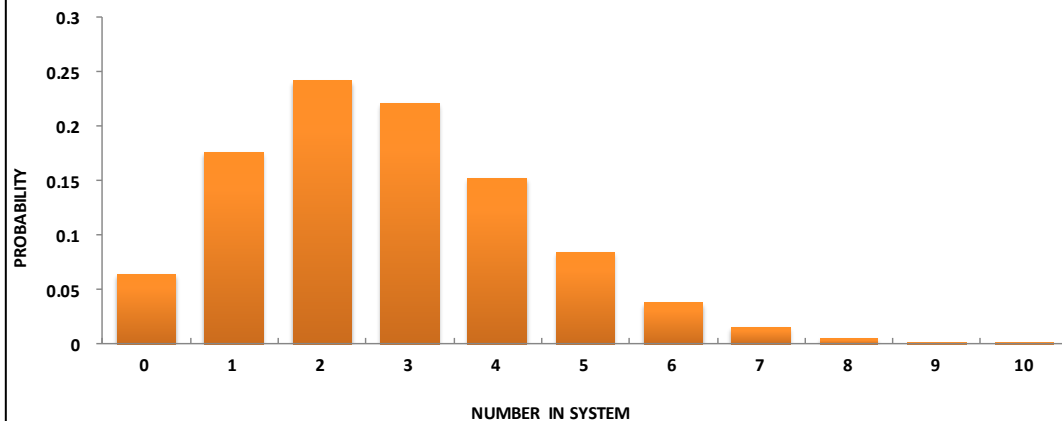
M/M/s

vph

Arrival rate
Service rate
Number of servers

55	veh per 1/2 hr
20	veh per 1/2 hr
13	bays

Utilization **21.15%**
P(0), probability that the system is empty **0.0639**
Lq, expected queue length **0.0000** (vehicles)
L, expected number in system **2.7500** (vehicles)
Wq, expected time in queue **0.0000** (hours)
W, expected total time in system **0.0500** (hours)
Probability that a customer waits **0.0000**
95% Queue **6.0000** (vehicles)



M/M/s - High School/ Specialty Classroom drop-off/Pick-up (10-12 bay facilities) - PM Peak

M/M/s

Arrival rate
Service rate
Number of servers

vph

55	veh per 1/2 hr
20	veh per 1/2 hr
10	bays

Utilization **27.50%**

P(0), probability that the system is empty **0.0639**

Lq, expected queue length **0.0002** (vehicles)

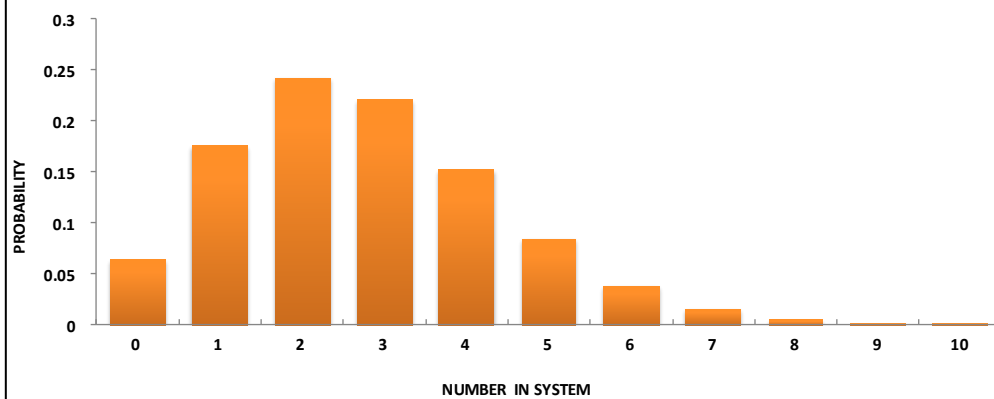
L, expected number in system **2.7502** (vehicles)

Wq, expected time in queue **0.0000** (hours)

W, expected total time in system **0.0500** (hours)

Probability that a customer waits **0.0006**

95% Queue **6.0000** (vehicles)

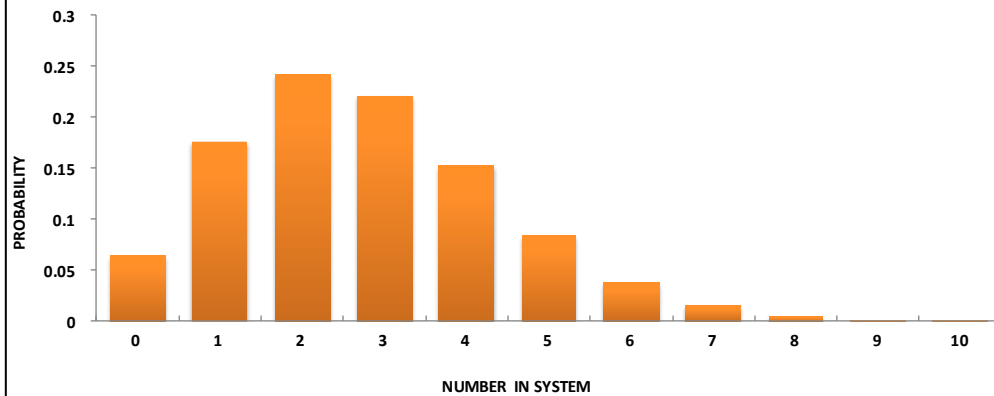


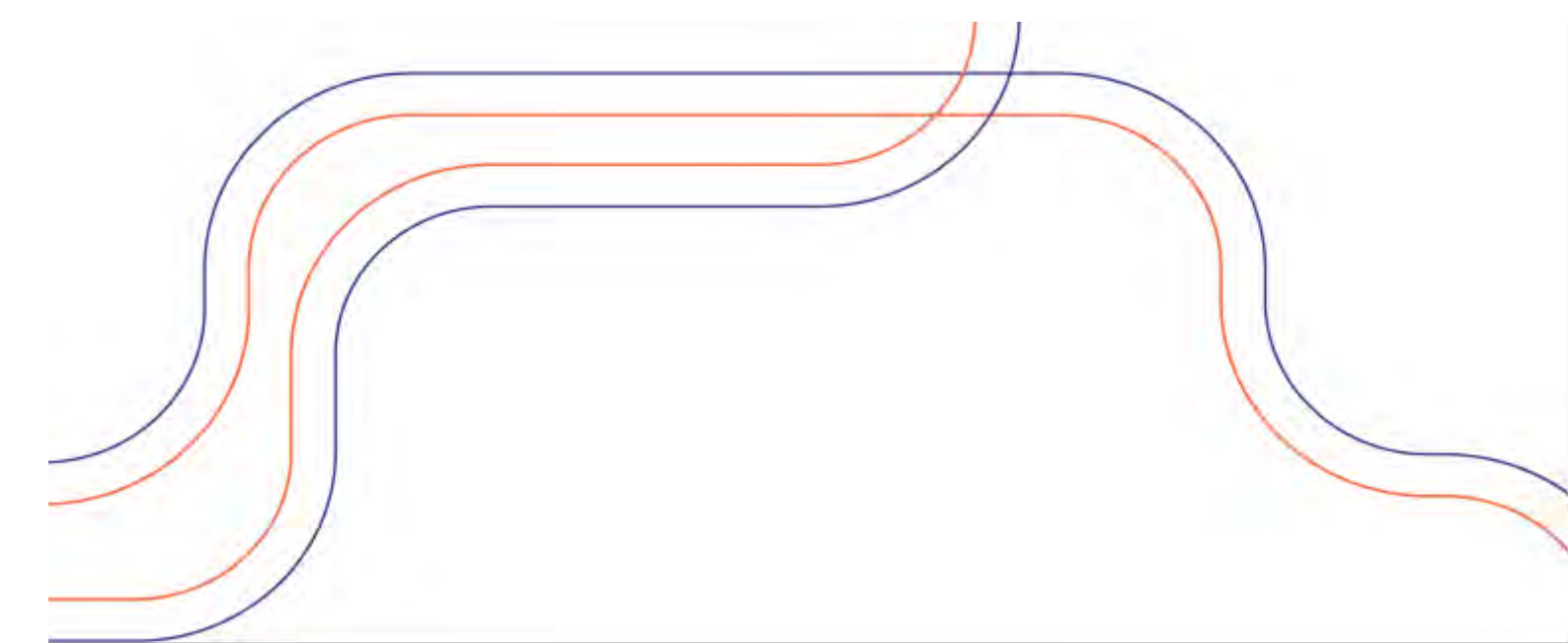
M/M/s - High School/ Specialty Classroom drop-off/Pick-up (10-12 bay facilities) - PM Peak

M/M/s	vph
Arrival rate	55 veh per 1/2 hr
Service rate	20 veh per 1/2 hr
Number of servers	12 bays

Utilization	22.92%
P(0), probability that the system is empty	0.0639
Lq, expected queue length	0.0000 (vehicles)
L, expected number in system	2.7500 (vehicles)
Wq, expected time in queue	0.0000 (hours)
W, expected total time in system	0.0500 (hours)
Probability that a customer waits	0.0000

95% Queue **6.0000** (vehicles)





Appendix C

COMMUNICATION TO PARENTS AND STAFF REGARDING THE TEMPORARY TRAFFIC MANAGEMENT PLAN

Traffic Management Plan

Australian Islamic College – Henley Brook Campus (AIC HB)

Hour Traffic Operations

To reduce congestion during school peak times, the following traffic arrangements will apply during:

- Morning: 7:30 AM – 9:00 AM
- Afternoon: 3:00 PM – 4:15 PM

Traffic Flow Arrangements

a. Student Drop-Off and Pick-Up

All drop-off and pick-up must occur within only داخل the school campus. No verge or on-street parking is allowed on Henley Street or Austrian Drive.

b. Secondary Entry - Families with Students in Years 4–6 Only

Parents with children in Years 4 – 6 only must use Gate No. 8 on Lesmurdie Drive, excluding the designated Transperth bus bay shown on the attached plan.

c. Main Entry

All other parents, staff, and visitors must enter via Gate No. 6 only.

d. Internal Traffic Flow

Vehicles entering from Henley Street through Gate No. 6 must turn left and follow the marked internal route (white arrows).

e. Entry Sign

A "CONSTRUCTION TRAFFIC ONLY" sign installed at the entrance to the Perimeter Road.

f. Traffic Direction Near Gate No. 3

Signs near Gate No. 3 will direct vehicles to either:

- o Exit via Gate No. 3 onto Henley Street; or
- o Continue to Gate No. 2 and exit onto Austrian Drive.



g. Student Drop-Off and Pick-Up

All drop-off and pick-up must occur within only داخل the school campus. No verge or on-street parking is allowed on Henley Street or Austrian Drive.

h. Gate No. 3 Exit ONLY

The following signs will be installed at Gate No. 3:

- o "LEFT TURN ONLY" at the exit
- o "NO RIGHT TURN" on the nearby traffic island



i. Gate No. 2 Exit ONLY

Vehicles exiting via Gate No. 2 may turn left or right onto Austrian Drive. Direction signs will be provided inside the campus.



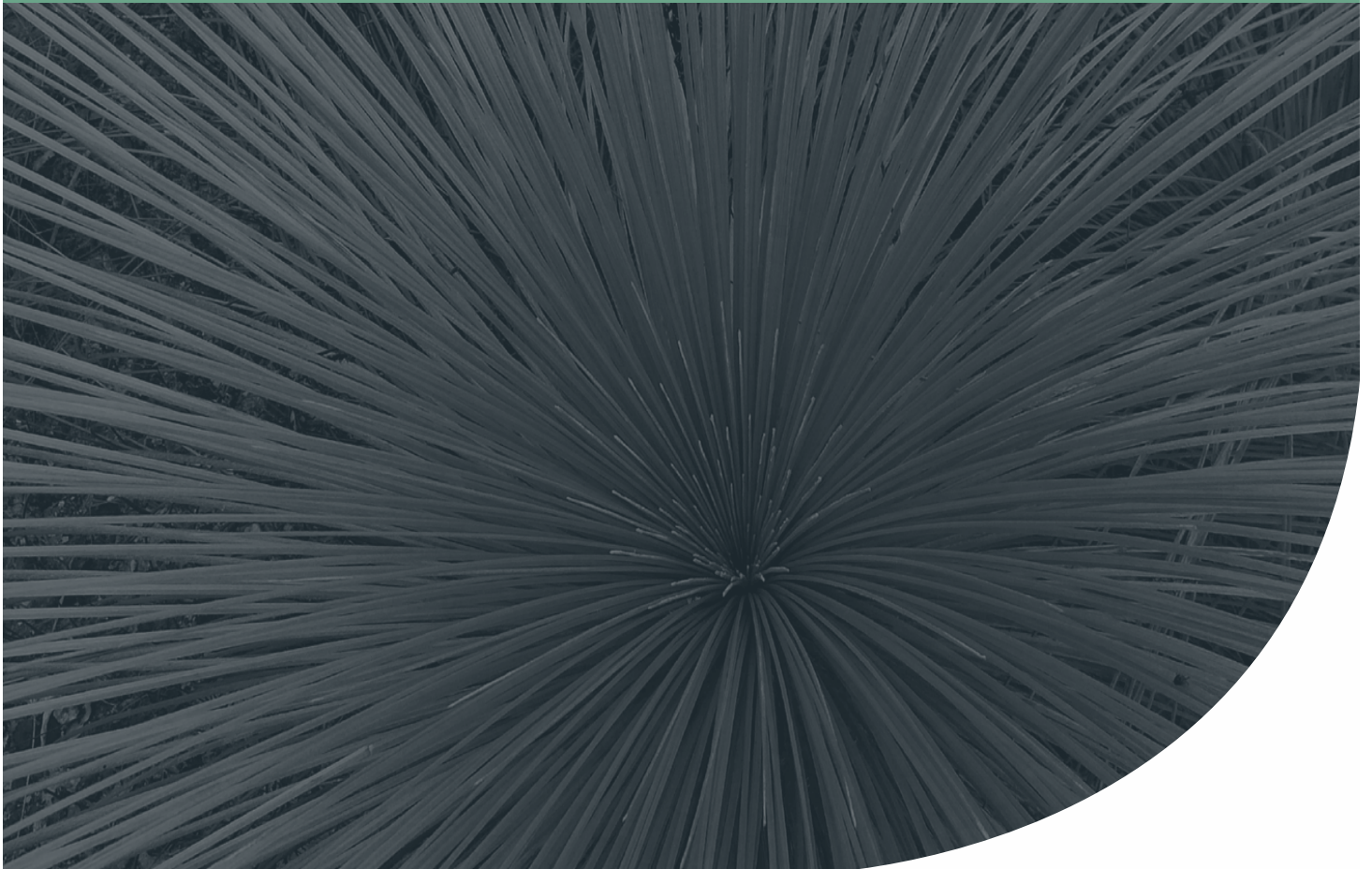


Bushfire Emergency Plan

Henley Brook School Development Support

Project No: EP21-017(09)

**Prepared for Australian Islamic College (Perth) Inc
March 2026**



Bushfire Emergency Plan

Henley Brook School Development Support



Document Control

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Version	Date	Author		Reviewer	
1	July 2021	Dana Elphinstone	DAE	Anthony Rowe	AJR
	Submitted for client review.				
A	July 2021	Dana Elphinstone	DAE	Anthony Rowe	AJR
	Final version incorporating City of Swan and DFES comments				
B	March 2026	Callum Vane	CNV	Connor Porter-Wilkinson	CPW
				Anthony Rowe	AJR
	Revised BEP prepared to support occupation. Submitted to Client for use				

****Processes and consideration outlined in this document can be incorporated into school specific procedures as deemed suitable/appropriate****

Accreditation

This Bushfire Emergency Plan has been reviewed for consistency with the DPLH/WAPC *Bushfire Emergency Plan (BEP) Manual* (November 2024), by Anthony Rowe, an accredited Level 3 Bushfire Planning and Design (BPAD) practitioner (accreditation number: BPAD 36690) under the Fire Protection Association of Australia's (FPAA) Western Australian accreditation scheme.

Bushfire Emergency Plan

Henley Brook School Development Support



Emergency Plan Summary

This document has been prepared in two parts:

Part 1 (main report) provides the explanatory document that details the emergency context and procedures for the Facility. This document should be read in full and understood by all personnel with a bushfire evacuation responsibility.

Part 2 is appended to Part 1 and provides a summary of Part 1 with key points to be referenced during a bushfire emergency, preparation prior to bushfire season, and post-emergency. Part 2 is intended to be a Quick Reference Guide.

Both documents, or a future format specific to the school, are to be reviewed annually and updated accordingly.

Daily registers of occupants can be attached to Part 2 in the event of an emergency.

Bushfire Emergency Plan

Henley Brook School Development Support



Key Definitions

Key terminology used throughout the Bushfire Emergency Plan (BEP) has been compiled below in **Table A1**.

Table A1: Summary of definitions

Term	Definition
Emergency Planning Committee (EPC)	Responsible for the emergency preparedness arrangements, to ensure resources are available to effectively implement the emergency plan.
Chief Warden	The Chief Warden is responsible for the management of on-site and off-site emergencies and critical incidents.
Emergency Control Organisation	The Emergency Control Organisation (ECO) is appointed by EPC to direct and control the implementation of the emergency response. The team will include the following: • Chief Warden (White) / Deputy Chief Warden (White) • Communications Warden (Orange) • Transport Warden (Yellow) • First Aid Wardens (Green) • Area Wardens (Red) The safety of occupants is prioritised above the protection of any asset.
Evacuation	The orderly movement of people from a place of danger.
Preparedness	The measures taken to eliminate the incidence of emergencies. These include the regulatory and physical measures to ensure that emergencies are prevented.
Prevention	The arrangements made to ensure that, should an emergency occur, all those resources and services that are needed to cope with the effects can be mobilised and deployed.
Recovery	Measures which support emergency or critical incident-affected individuals and communities in the reconstruction of the physical infrastructure and restoration of emotional, economic, environmental and physical well-being.
Response	Actions taken immediately prior to, during and immediately after an emergency or critical incident to ensure that its effects are minimised.

Bushfire Emergency Plan

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Appendix

Appendix A

Principals Guide to bushfire: Prepare your school for the bushfire season

Part 2: Bushfire Emergency Plan

Bushfire Emergency Plan

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1 Introduction

Australian Islamic College (Perth) Inc is seeking to develop the bushfire emergency response capabilities of the Australian Islamic College (herein referred to as ‘the Facility’) previously within Lots 137 and 138 Henley Street and Lot 136 Asturian Drive, currently Lot 1 (No. 10) Asturian Drive (an area herein referred to as ‘the site’) in the locality of Henley Brook within the City of Swan, as shown in **Plate 1**. The site is bound by developed rural residential areas comprised of low density Lots to the south, west and east and high-density residential development to the northwest. An empty Lot comprised of some scattered vegetation and associated with a drainage basin is situated to the north adjacent to the site.

This document seeks to mitigate and manage the risk associated with a bushfire emergency threatening the Facility.

The objectives of this Bushfire Emergency Plan (BEP) are to:

- Decrease the level of risk to staff, occupants and visitors.
- Describe a clear means for alert and decisive action.
- Ensure safe and effective evacuation or sheltering if required.
- Ensure the Facility is prepared seasonally to be ready in case of a bushfire event (evacuation).

Occupancy numbers may vary and would not affect the use and/or implementation of this plan.

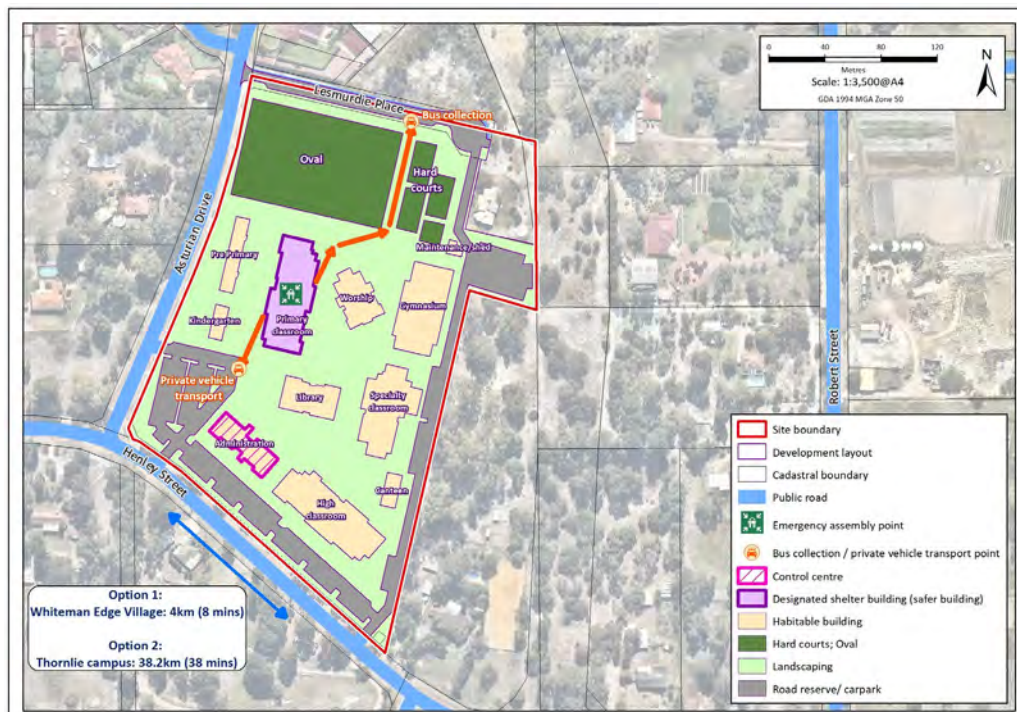


Plate 1: Summary of key buildings/features proposed as part of the development.

2 Outline of the Bushfire Emergency Plan

2.1 Purpose of the Bushfire Emergency Plan

The purpose of this BEP is to provide guidance and direction to all students, staff and visitors by providing:

- Information, advice and means to prepare for a bushfire emergency
- Actions to be taken in the event of a bushfire emergency.

This BEP identifies the administrative structure of the Emergency Planning Committee (EPC) and the Emergency Control Organisation (ECO). It describes the process to be followed in the event of an emergency situation caused by an imminent threat from bushfire only, with other emergency procedures to be established as part of the Facility's operations. It should be regarded as a 'living document' with guidelines that can be adapted to changing circumstances.

The BEP is intended to be used by the Facility to:

- Outline key emergency features relevant to a bushfire event, see **Section 3**.
- Define the functions, roles and responsibilities of staff in a bushfire emergency, see **Section 4**.
- Establish ongoing education and training as part of the overall strategy, see **Section 5**.
- Provide procedures to evacuate students, staff, and visitors in the event of a bushfire, or take shelter in a 'safer place', see **Section 6**.

Control and coordination are critical for the effective evacuation of the Facility safely or sheltering-in-place, depending upon the safest option. This is especially the case where fire impact is imminent, and there may not be time for emergency agencies to direct the Facility in an evacuation. In this context, the choice to take shelter or implement a safe evacuation needs to be understood by management and the roles of staff for either option must be clearly understood, including the responsibilities assigned and appropriate training undertaken. Other roles and responsibilities, such as traffic management and visitor control, need to be assigned and understood by management and staff.

The BEP specifically addresses the personal safety and survival of people present at the time of a bushfire emergency and is not concerned with the protection of property.

2.2 Policies, guidelines and standards informing the Bushfire Emergency Plan

This BEP is based on guidance provided in the following:

- *Planning for Bushfire Guidelines: For the implementation of State Planning Policy 3.7 Bushfire (the Guidelines)* (WAPC 2024).
- *Australian Standard 3745:2010, Planning for Emergencies in Facilities* (Standards Australia 2010).
- *Bushfire Emergency Plan (BEP) Manual* (November 2024) (WAPC 2024).
- *Australian Standard 3745:2010, Planning for Emergencies in Facilities* (Standards Australia 2010).

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The BEP follows AS 3745:2010 and has regard to the Western Australian Planning Commission (WAPC) Bushfire Emergency Plan (BEP) Manual (November 2024) and also considers the Department of Education (2022) *Principal's guide to bushfire: Prepare your school for the bushfire season*. Where there is a difference in terminology for the same purpose, the terminology used has been preferred to maintain compatibility with AS 3745:2010.

2.3 Distribution of the Bushfire Emergency Plan

The BEP is an internal document to be used by Facility staff to guide evacuation procedures, with an up-to-date copy of the document to be maintained within the 'Admin' building and to be provided to all staff.

All permanent staff at the Facility will be briefed on the emergency response protocols and procedures, with an up-to-date copy of the BEP (provided in **Part 2**) to be displayed at appropriate locations across the Facility.

3 Emergency Features Relevant to the Bushfire Emergency Plan

3.1 Firefighting equipment

The Facility will have on-site firefighting equipment that will be available for emergency personnel, including:

- Fire extinguishers.
- Fire hose reels.
- Fire booster.

Additional equipment that may be required in the case of a bushfire emergency may include:

- Evacuation kit, as per the Facility's 'Incident Management Plan'
- Evacuation maps and diagrams.
- Walkie-talkies/handheld radios (VHF).

The additional equipment will be stored in the 'Administration' building, which is also designated as the facility control centre.

All equipment should be maintained annually (as a minimum) in accordance with equipment specifications and the relevant standards, including (but not limited to) *Australian Standard 1851 – 2005 Maintenance of Fire Protection Equipment* (Standards Australia 2012). Any large-scale bushfire events observed should be reported to emergency services, who will coordinate the overall response, while Facility personnel coordinate the safe internal response (i.e. evacuation) as needed.

3.2 First aid

First aid kits are available from various suppliers that provide the requirements for threatening bushfire-type injuries.

A first aid kit, equipped to treat injuries that may be sustained during a bushfire, will be stored within on site structures with staff to be made aware of its location.

The first aid kits will be maintained in a complete and up-to-date condition at all times.

Personal protective clothing, specifically designed for bushfire conditions, will be available for all Area Wardens who may be responsible for and trained in small fire suppression. Both first aid kits and personal protective clothing are available from various specialised suppliers.

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3.3 Vehicular access

The Facility carparks can be accessed from Henley Street to the south, and Asturian Drive to the west, with Lesmurdie Place providing access to the bus collection point to the north of the site. These access points serve the surrounding residential areas and the on-site car parks.

In addition, fire vehicle access is provided from multiple locations along Henley Street, Asturian Drive and Lesmurdie Place. As staff and students will routinely arrive at the Facility via drop-off or parking, supplementary transport (buses) may be required to evacuate the Facility to a secondary location. The bus collection location is located on Lesmurdie Place. Identified off-site destinations for evacuation include:

- Whiteman Edge Village (100 Everglades Ave, Brabham); and
- Thornlie Campus (17 Tonbridge Way, Thornlie).

This arrangement is to be affirmed prior to October each year.

The primary emergency evacuation point (and assembly area) within the Facility is the central 'Primary Classroom' building.

It is to be noted that the use of supplementary transport may not be required for all scenarios.

3.4 Communication equipment

Three (3) separate blasts via a horn or siren are required to 'Sound the Alarm' to commence the evacuation of all students, staff and visitors from the Facility.

All ECO members will utilise their mobile phones for communication and will register their numbers with the EPC for access by the Chief Warden.

Two-way radios will be provided for the Chief Warden, Area Warden and Transport Warden. These roles are discussed further below in **Section 4.1**.

3.5 Condition of grounds and buildings

The Facility shall be maintained in a low-threat state (AS3959-2018, clause 2.2.3.2(e) and 2.2.3.2(f)) and flammable objects should not be placed in proximity to any Facility buildings that may increase their risk of ignition.

The Facility buildings and grounds should be inspected prior to the commencement of the bushfire season (by 1 November each year). A seasonal works checklist is included in **Part 2**.

The management for a bushfire event should be prepared prior to the commencement of the bushfire season (by 1 November each year). A seasonal management checklist is included in **Part 2**.

In addition to the seasonal assessment, on the mornings of predicted Extreme or Catastrophic Fire Danger Rating (FDR) days, the Facility grounds should be inspected to ensure there are no flammable materials against or in proximity to the buildings.

Bushfire Emergency Plan

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4 Roles and Responsibilities

4.1 Emergency Planning Committee (EPC)

An **Emergency Planning Committee** ('the Committee' or EPC) is required to be established by the Facility and include the ECO.

The Committee is responsible for:

- Overseeing the preparation of the Facility buildings and grounds for the approaching bushfire season, including attendance to any maintenance required to minimise the risk of damage from bushfire attack (**Part 2**).
- Assigning the Emergency Control Organisation (ECO) (the Emergency response team)
- Reviewing the BEP and broader Emergency Response Plan,
- Overseeing the undertaking of education and training, evaluating the outcomes of drills and responses (when applicable), and ensuring appropriate resources are provided to maintain equipment.
- Ensuring that safer places are prepared. There may be one nominated safe place for shelter within the site, and this should be assigned as a responsibility to and for management during an emergency.
- Ensuring all firefighting equipment is in working order.

The Committee will assign roles and responsibilities to staff.

The Committee may be formed by representatives from the Australian Islamic College (Perth) Inc, as the overarching party responsible for the school.

4.2 Emergency Control Organisation (ECO)

The Facility is to establish an **Emergency Control Organisation** (ECO), which is designated staff personnel who have been trained and, where applicable, certified to undertake/provide specific tasks in the event of an emergency, including the operation of firefighting equipment if they are comfortable doing so.

The Emergency Control Organisation comprises the following positions:

- Chief Warden (which is generally the Principal)
- Deputy Chief Warden and/or Assistant Chief Warden (which is generally the Deputy Principal)
- Area Warden
- Communications Officer
- First Aid Personnel
- Traffic Warden.

It is noted that staff designated as the Communications Officers, First Aid Personnel and Traffic Wardens will also act as Area Wardens as a secondary role.

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4.3 Roles of Evacuation Managers

In planning for the event of a bushfire emergency, the following roles should be assigned.

4.3.1 Chief Warden

The Chief Warden is responsible for:

- Supervising the emergency response within the site.
- Evaluating the need for evacuation outlined in **Section 6**, including understanding the location of a bushfire, proximity of the bushfire to the site (is it within 1 hour of impacting the site?), is the bushfire moving towards the site and/or evacuation routes, which direction is wind moving if towards the site and evacuation routes, this is a greater threat.
- Initiating the evacuation.
- Coordinating and supervising the evacuation to a safer place.
- As required, advising authorities that an evacuation is underway, including the Department of Fire and Emergency Services (DFES) and the City of Cockburn fire and emergency services manager.
- Documenting the circumstances of the emergency, processes and outcome.
- Checking on Extreme and Catastrophic FDR days that flammable materials are not located against or close to buildings, including litter, grass and leaves, and rubbish bins.
- Checking on Extreme and Catastrophic FDR days that firefighting equipment is ready and that the safer place has the required equipment for communication, safety (including first aid equipment) and comfort.

4.3.2 Deputy Chief Warden

The Deputy Chief Warden/Assistant Chief Warden is responsible for assisting the Chief Warden in all duties and assuming the responsibilities of the Chief Warden in their absence. Key responsibilities include:

- Assisting with the overall supervision of the emergency response within the site.
- Supporting the Chief Warden in evaluating the need for evacuation by gathering and relaying critical information (e.g., bushfire proximity, wind direction, and status of evacuation routes).
- Helping to initiate and coordinate the evacuation process as directed.
- Supervising a specific area or group of people during an evacuation to ensure a safe and orderly process.
- Acting as a secondary point of contact and assisting with communications to authorities like the Department of Fire and Emergency Services (DFES).
- Assisting with documenting the circumstances of the emergency, including keeping a log of events, actions taken, and outcomes.
- Conducting checks on Extreme and Catastrophic Fire Danger Rating (FDR) days to ensure flammable materials (litter, rubbish bins, etc.) are cleared from areas near buildings.
- Ensuring that firefighting and emergency equipment is ready and accessible on high-risk days.

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4.3.3 Area Warden

Area Wardens are responsible for:

- Taking direction from and carrying out tasks allocated by the Chief Warden.
- Checking all buildings/facilities.
- Ensuring all students, staff, and visitors have been alerted and evacuation has been initiated.
- Maintaining communication with and updating the Chief Warden with situation reports.
- Providing situational information.
- Contributing to debriefing.

4.3.4 Communications Officer

The Communications Officer is responsible for:

- Taking direction from and carrying out tasks allocated by the Chief Warden.
- Maintaining communication with and updating the Chief Warden with situation reports.
- Monitoring information sources.
- Providing situational updates to parents/guardians and staff.
- Maintaining communication with staff with regard to travel to and from the site.

4.3.5 First Aid Personnel

First Aid Personnel, under the direction of the Chief Warden, are responsible for:

- Evaluating the extent of any injuries.
- Administer first aid (only where safe to do so).
- Assess if the injured can be evacuated safely.

4.3.6 Traffic Warden

The Traffic Warden, together with the Chief Warden, is responsible for arranging for the coordination and supply of additional transport.

They will also be responsible for:

- Ensuring an orderly evacuation if the decision is made to evacuate the Facility.
- Managing the access and placement of Area Wardens to coordinate vehicles to safely leave the Facility during a bushfire event.
- Coordinating traffic flows on the Facility grounds during a bushfire evacuation.

4.3.7 Emergency Response Team Identification

The control of a bushfire emergency is greatly assisted by key personnel being quickly identified by staff, guests and emergency services.

Table 1 below outlines the tabards and/or helmets to be worn by the Emergency Response Team to enable them to be identified.

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Table 1: Summary of Emergency Response Team Identification

Wearers Title	Identification colour
Chief Warden	White helmet
Area Warden	Red helmet or red vest
Communications Officer	Orange helmet or orange vest
First Aid Personnel	Green Helmet or green vest
Traffic Warden	Yellow helmet or yellow vest

4.4 Distribution of the Bushfire Emergency Plan

The BEP is an internal document to be used by Facility staff to guide evacuation procedures, with an up-to-date copy of the document to be maintained within the 'Administration' building of the Facility and to be provided to all staff. In addition, a copy of the summary and Bushfire Emergency Plan diagram (refer to **Part 2**) will be displayed in a prominent position within each teaching block.

The delegated officer will forward a copy of the evacuation plan for the site (refer to Page iv) to the relevant local emergency services, by 31 October prior to the bushfire season (South-West WA – November to April) each year.

The delegated officer will ensure the BEP is readily accessible to all students, staff, and visitors. A current copy of the BEP will be maintained and distributed through the following measures:

- If the Facility does not have a website, or as a supplementary measure, a physical copy of the BEP will be kept in a prominent and accessible location (e.g., Admin).
- All new staff members, relieving staff, and visitors will be briefed on the requirements of the BEP during their site induction.
- The delegated officer will include bushfire season reminders and information in site newsletters or on noticeboards, where applicable.

All staff members are to receive pre-fire season updates prior to the bushfire season (South-West WA – November to April) and ongoing information about any changes to process or instruction about the contents and requirements of the BEP prior to the bushfire season at scheduled staff meetings.

Bushfire advice received by the Facility from the DFES, the Local Emergency Management Committee (LEMC), Community Emergency Services Manager (CESM) from the local government or external bushfire experts, shall be documented, identifying the date, source of the advice and action taken by the Facility.

5 Preparation and Actions

The actions outlined below relate specifically to bushfire evacuation and should be managed complementary with the School's broader Emergency in Facilities Response Plan and the requirements of the Department of Education *Principal's guide to bushfire: Prepare your school for the bushfire season* (provided in **Appendix A**).

5.1 Training requirements

All Chief and Area Wardens, staff and other responsible personnel working at the Facility should be informed of and trained in relation to:

- All information contained in this document and all documents referred to in **Section 2.2**.
- Individual roles and responsibilities.
- Evacuation and shelter triggers.
- Access and egress routes.
- Assembly point locations.
- Written evacuation procedures applicable to the process.
- Communication equipment.

All those who have received bushfire training should formally acknowledge that they have read and understood the emergency evacuation procedures, understand their role and responsibilities and whether any questions relating to the evacuation procedure were adequately answered.

5.2 Exercise drills

The evacuation (drill) shall be practiced at a minimum annually.

The procedure checklist is described in **Part 2**.

An orderly evacuation from the site will be taken in a bushfire event from the Facility.

Staff briefing shall occur prior to the drill (to clarify the procedures and expectations), and a debriefing should follow any drill or bushfire event to discuss any issues and the effectiveness of the BEP.

5.3 Maintenance of equipment

The communications systems and water supply infrastructure will be regularly checked, tested and serviced according to Facility servicing schedules, and in accordance with *Australian Standard 1851-2012 Routine service of fire protection systems and equipment* (AS 1851) (Standards Australia 2012).

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5.4 Evacuation plan review

This plan should be treated as a 'living document' and reviewed and revised (if required) prior to each bushfire season (which is from November to April of each year).

In addition to this annual review, a review of the plan and response of the Facility staff and students should be undertaken following any bushfire in the area and or after an evacuation.

6 Primary and Secondary Emergency Actions

6.1 Objective of the Bushfire Emergency Plan

The objective of this BEP is to:

- Decrease the level of risk to students, staff and visitors in the Facility grounds.
- Ensure safe and effective evacuation (both within the Facility and off-site) through effective control and management.
- Ensure safe refuge is accessible offsite (evacuation) or onsite (shelter as last resort).

There are two principal types of evacuation possible from the school:

- Pre-warned evacuation: when authorities contact and coordinate an evacuation. This decision is made to evacuate ahead of a bushfire impacting the site.
- Self-evacuation: a spontaneous evacuation involving the self-initiated movement of students, staff and visitors after an assessment has been made that the school could be threatened by a bushfire and sufficient time exists to move everyone safely from the site.

An alternative to evacuation is to shelter in place rather than evacuate. This would occur if the risk associated with evacuation was greater than sheltering in place.

In considering the response to a bushfire threat, primary and secondary emergency actions have been determined for the site.

The primary emergency action relates to off-site evacuation to an identified evacuation location. Whiteman Edge Village (100 Everglades Ave, Brabham) and Thornlie Campus (17 Tornbridge Way, Thornlie) are the designated evacuation centres, to be used in lieu of other school-designated locations or on receiving instructions from emergency services (e.g., via Emergency WA or other official means) to evacuate to another location. The triggers and actions associated with emergency evacuation are addressed within **Section 6.5** and **Part 2**.

The secondary emergency action relates to sheltering in place as a last resort. It is possible that a bushfire event may occur within the vicinity of the site where the risk associated with evacuation is greater than sheltering in place (i.e., it may be safer for the occupants to remain within the Facility buildings), and/or off-site evacuation may not be triggered. The triggers and processes associated with sheltering in place are addressed in **Section 6.6** and **Part 2**.

The Facility may also **be pre-emptively closed** when an Extreme FDR (fire behaviour index of 75 or greater) is being forecast. This is undertaken where advice from the Director of Education or the Security and Emergency Management Unit is received.

6.2 Monitoring for bushfires

Receiving a warning of an approaching fire is enhanced by actively monitoring communications over the internet (i.e. Emergency WA) and observing the environment surrounding the site.

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It is common for the first indication that a bushfire is burning nearby to observe smoke in the surroundings.

Fire Danger Ratings (FDRs) provide advice on the level of bushfire threat on any given day and are based on the forecast daily fire danger indices (which include consideration of forecast wind speed, temperature, humidity and fuel conditions). There are four FDRs plus a 'no rating'. These four include 'moderate', 'high', 'extreme' and 'catastrophic' ratings, which provide an indication of how difficult a bushfire will be for authorities to extinguish and on what days bushfires are going to pose the greatest threat to property and lives.

Fire danger ratings



Moderate: Plan and prepare.

Most fires can be controlled. Stay up to date and be alert for fires in your area.

High: Be ready to act.

Fires can be dangerous. Decide what you will do if a fire starts.
Leave bushfire risk areas if necessary.

Extreme: Take action now to protect your life and property.

Fires will spread quickly and be extremely dangerous. Put your bushfire plan into action.
If you and your property are not prepared to the highest level, plan to leave early.

Catastrophic: For your survival, leave bushfire risk areas.

These are the most dangerous conditions for a fire. If a fire starts and takes hold, lives are likely to be lost. Homes cannot withstand fires in these conditions.

The forecasted FDR can be accessed online through the Department of Fire and Emergency Services or Bureau of Meteorology websites, or through EmergencyWA.

On days when the FDR is 'high' or above, bushfires can be unpredictable and uncontrollable, and these days trigger basic preparation and monitoring procedures.

Monitoring involves accessing websites or related apps throughout the bushfire season (November to April) (i.e. those of the Department of Fire and Emergency Services, Emergency WA) at regular intervals throughout the day to check for breaking bushfire events.

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Bushfire warnings

	EMERGENCY WARNING An out of control fire is approaching fast and you need to take immediate action to survive. If you haven't prepared your home it is too late. You must seek shelter or leave now if it is safe to do so.
	WATCH AND ACT A fire is approaching and there is a possible threat to lives or homes. Put your plan into action. If your plan is to leave, make sure you leave early. If your plan is to stay, check all your equipment is ready. Only stay and defend if you are mentally and physically prepared.
	ADVICE A fire has started but there is no immediate danger. Stay alert and watch for signs of a fire. Be aware and keep up to date.

In the event that an **Advice Warning** is issued, this means a fire has started, but there is no immediate threat to lives or property. If one is received at the site for an approaching bushfire, staff and visitors should be notified by the Chief Warden of the potential need to evacuate or shelter.

If a **Watch and Act Warning** is received, this means there is a possible threat to lives or property and preparations for leaving or defending need to start. It is recommended that consideration be given to evacuation based on the location of the fire, wind direction and traffic on the surrounding road network and any public broadcast warnings or recommendations from Emergency Services.

Area Wardens should check the grounds to ensure the entry and exit lanes to the site are clear and that potentially flammable objects are moved away from buildings or stored areas. Precautionary evacuation may be undertaken.

If an **Emergency Warning** is received, this means there is a threat to lives or property, and immediate action is required due to the danger. If one is received, evacuation should be undertaken to the Whiteman Edge Village (100 Everglades Ave, Brabham) or Thornlie Campus (17 Tornbridge Way, Thornlie), in lieu of receiving instructions from emergency services (e.g., via Emergency WA or other official means) to evacuate to another location, **but only if the route is safe and the fire is not impacting the site within 2 hours** (based on preparation for evacuation, 60 minutes; travel to evacuation destination, 15 minutes; total estimated time required for evacuation is 75 minutes (evacuation via bus assumed)).

An **'all clear'** message means the danger has passed and the fire is under control. Although it is possible that it still may not be safe to revisit the site (if a bushfire has affected the site directly). The Chief Warden should inspect the buildings and, if determined safe, instruct the Communication

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Warden to advise students and staff when it is appropriate to return, or alternate arrangements in the event it is not safe or appropriate to return.

6.3 Emergency assembly point

The 'Administration Building' building being designated as the 'control centre', while the buildings outlined below have been designated as the 'emergency assembly point' (safer building). If a decision to remain at the Facility (shelter-in-place) in lieu of evacuation is made, students, staff, and visitors will remain at the designated bushfire muster points within the Facility.

Due to the size of the Facility, it is reasonable that all students, staff, and visitors will be able to locate within the 'Primary Classroom' building. On this basis and its location entirely within BAL-LOW and adjacency to access routes, the 'Primary Classroom' building has been designated as the 'emergency assembly point' (safer building).

6.4 Communication

The Emergency Control Organisation (Chief Warden, Deputy Wardens, Transport Warden and Area Wardens) will communicate during a bushfire event using two-way handheld radios/walkie-talkies.

Contact with emergency authorities will be maintained through mobile telephone.

Students will be informed of a bushfire event that may impact the Facility and any action required via a loudspeaker system and/or via Area Wardens moving through the site and communicating face to face.

6.5 Primary action - evacuation

The Chief Warden is responsible for deciding whether an evacuation is necessary and should take the following into consideration when determining if and when to evacuate:

- Public warnings from Emergency Services. These may not always be available in a timely manner, particularly if a bushfire occurs in proximity to the site and is impacting it before emergency services become aware of the event.
- The severity of a bushfire incident, proximity of the bushfire and predicted fire spread (i.e. smoke, embers and radiant heat). Wind speed and direction will be a relevant factor.
- The safety of evacuation routes, including is the wind is likely to move the bushfire in a way that could impede the route, or if routes are congested with other traffic already.

The process that should be followed involves:

- Daily recording of Fire Danger Rating and weather conditions, during the bushfire season.
- Monitoring to establish the extent of bushfire danger (Fire Danger Ratings) and to identify bushfires in the area.
- Determining whether the bushfire is a potential threat.
- Deciding to evacuate, shelter in place or to pre-emptively close (protective action).

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- Implementing the protective action decision to evacuate or shelter in place, or pre-emptively close.

The process to monitor for and implement evacuation due to bushfire is outlined below.

It is important to factor in, as part of situational awareness and decision making, that expert guidance during different stages of a bushfire event may not be available, if at all. This means the Chief Warden must be prepared to take responsibility and make decisions regarding the actions to take, as best as possible.

As a bushfire is a dynamic emergency, understanding local conditions, how the bushfire is impacting the site, and the status of persons onsite will be key variables and information inputs.

Greater caution needs to be applied where a bushfire is close to the Facility and/or evacuation routes, as the margin for safety is less.

6.5.1 Monitoring for bushfire

This should be as per **Section 6.2**.

6.5.2 Evacuation triggers

The following are triggers for evacuation:

- Observation of smoke/fire nearby or awareness by another means. Evacuate if the Facility will be affected, but only as long as a minimum 1 hour is available to enact evacuation before fire is likely to impact the Facility or the evacuation routes.
- Receipt of an official warning to evacuate from the emergency authorities via broadcast announcements.
- Monitoring of the EmergencyWA web page (<https://www.emergency.wa.gov.au/>) at regular intervals and changes in conditions, broadcast of a bushfire event and triggering of official warnings.

The Emergency Alert Telephone warning system is generally used during an emergency to send messages to mobile phones within a defined area where lives and homes are deemed to be under direct and imminent threat from a bushfire. The Emergency Mobile Phone will be registered and with the Chief Warden.

These warnings should trigger an evacuation if they are received in a timely manner. These official warnings however must be assessed against the local conditions (location of bushfire compared to Facility and evacuation routes, wind speed and direction or road congestion) before evacuation is undertaken and when it is judged by the Chief Warden that a bushfire has the potential to impact the site.

See **Section 6.5.6** regarding consideration of the ongoing suitability of evacuation.

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6.5.3 Evacuation alarm

When the decision is made to **Evacuate**, the Chief Warden will:

- Sound the Alarm.
- Notify Area Wardens and staff that a bushfire evacuation is underway.
- The Chief Warden will convene the ECO, and each member will wear their ECO hat/vest for role identification.

6.5.4 Evacuation

- Staff will relocate students and visitors to designated Assembly locations.
- The Area Wardens will acquire personal protective clothing and check all buildings are clear and secured (air conditioning turned off, vents and windows closed, door closed, outdoor bins closed).
- Staff will confirm all students and visitors are accounted for.
- An Area Warden will be sent to receive the arrival of all students and visitors at the muster location, and together with the supervising staff, inform the Chief Warden that everyone has arrived and is accounted for.
- A Warden will be sent to receive the arrival of all students and visitors, together with the supervising staff inform the Chief Warden that everyone has arrived and are accounted for.
- The ECO will evacuate the site. Students and staff will use vehicle arrangements based on their specific circumstances, see **Section 6.5.5** and **Part 2**).

6.5.5 Phasing of evacuation

Responsibility for coordinating the physical evacuation rests with the Traffic Warden. Evacuation from the school may be facilitated by walking to a designated nearby safe location or through the use of supplementary transport (i.e., buses), depending on the nature of the threat and advice from emergency services. Arrangements for supplementary transport, including providers and collection points, are to be confirmed annually by the EPC. Ambulances may be required to assist any child with special needs/disabilities.

The Traffic Warden and Assistant Traffic Warden will be stationed at the assembly building and the Bus Collection area to manage the evacuation process. Students and the supervising staff will be allocated from the assembly building to an available bus at the Bus Collection area.

To facilitate an orderly evacuation of the site, the departure of students and staff should be phased:

- Evacuating the most vulnerable students first, such as the disabled or those likely to have breathing difficulties.
- Evacuating the youngest students first.

For the purposes of these evacuation procedures, people are considered to be disabled if they are unable to evacuate the site or a building without assistance, or if their time to exit the site or building would be much greater than the average person.

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The Chief Warden should make arrangements for another person to be assigned to assist a person (if any) with a disability in an emergency. This assigned person will assist the person with a disability to the designated emergency assembly area.

Each child with a disability is to be provided with a personal evacuation plan (PEP) that is to be prepared for implementation by the EPC and Chief Warden before October.

6.5.6 Ongoing suitability of evacuation

It is possible that a bushfire will change direction, or winds will increase and shorten the time before a bushfire impacts the Facility or the evacuation routes. This means it is possible there will not be enough time to initiate and fully complete the evacuation procedure.

The decision to evacuate and/or to continue to evacuate will need to be evaluated throughout the process. It is possible that only a proportion of occupants can be evacuated before conditions change and become too dangerous. If this is the case, sheltering in place will need to be enacted.

6.5.7 Communications

DFES will need to be notified of the choice to either evacuate or shelter in place to assist in broader decision-making. If the Facility were pre-emptively closed, emergency services should already be aware.

6.6 Secondary action - shelter in place as a last resort

An alternative to evacuation is to take shelter in place. This would occur if the risk associated with evacuation is greater than sheltering, or if the threat is considered manageable, but it is safer for occupants to remain within the site. For this scenario, personnel will remain within the **Primary Classroom Building**, with the **Administration Building** nominated 'control centre' for bushfire emergencies.

It is the responsibility of the Chief Warden to ensure the designated shelters (safer buildings) are equipped with all necessary portable equipment (e.g., first aid kits, fire extinguishers, and communications equipment). The control centre must have access to a list of key contacts at all times, and the Chief Warden must have a designated Emergency Mobile Phone during an emergency.

Extreme conditions diminish quickly after the passing of the fire front. Buildings, if ignited, usually lose tenability after the passing of a fire front and therefore should not be occupied if the building is on fire.

Notwithstanding, the condition of all occupied buildings must be monitored throughout the bushfire event. If any building ignites and becomes unsafe, a local evacuation from that building to a nearby burnt or paved area (such as a car park, sports court, or the main oval if deemed safe) must be undertaken. Where available, wet towels should be used for protection and to filter smoke if it is necessary to move outdoors.

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6.6.1 Shelter triggers

The following are triggers for sheltering in place:

- The threat is considered manageable, and it may be safer for occupants to remain within the site.
- An assessment is made by the Chief Warden or through official broadcast warnings (e.g. an Emergency warning and evacuation is no longer safe) that evacuation would be unsafe due to conditions impacting the Facility or along evacuation routes i.e. travel delays caused by congestion and insufficient time before the arrival of the fire.
- A bushfire is observed in close proximity and is approaching the site with not enough time (at least 2 hours) to safely evacuate and clear the fireground.

6.6.2 Implementation of sheltering in place

Shelter in place is based on an assessment by the Chief Warden that it is not safe to leave, and may include that supplementary transport is not able to attend the site.

If a decision to shelter in place is taken, occupants will shelter within the identified safer building, this being the **Primary Classroom Building**.

For sheltering in place, the following procedures shall be implemented:

- Chief Warden/Area Wardens to notify all staff, students and visitors that shelter-in-place is underway.
- Advise emergency services of the decision to shelter in place.
- Chief Warden/Area Wardens to ensure all people have returned and are present (or accounted for if offsite). This would include contacting students and staff by mobile if they are not able to be located on site.
- Remove all flammable objects from under the eaves of the shelter structures building (including any operations vehicles that may be parked near doors, and close all external windows, vents and doors).

The site may be subject to an ember attack that may last for many hours. Embers may cause fires on-site that threaten lives. Staff must therefore be prepared for this occurrence when sheltering, to keep calm and to methodically look for embers or small fires and extinguish them using fire-fighting equipment provided.

After the fire front has passed, the Chief Warden should:

- Inspect the shelter building and extinguish small fires using firefighting equipment provided (where safe to do so).
- Monitor the grounds and buildings for small fires for 24 hours after the fire.
- If the site is damaged, the damage should be reported to DFES or WA Police to assist their investigations.
- Confirm with DFES or the police when it will be safe to leave the site. Evacuation may be delayed due to public road blockages.

A summary of the shelter-in-place procedure is provided in **Part 2**.

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6.6.3 Communications

DFES will need to be notified of the choice to either evacuate or shelter in place to assist in broader decision making.

6.6.4 Details to be provided to emergency services

The following information should be provided to the emergency services if sheltering on site is required:

1. Nature of the emergency:
 - Immediacy – Can the bushfire be seen/ distance from the Facility?
 - Evidence of an ember attack?
 - Evidence of spot fires?
2. Details of individuals sheltering:
 - Number of people
 - Condition/state
 - Special needs (i.e. disabilities, medical conditions)
3. Location:
 - Address of Facility (Lot 1 (No. 10) Asturian Drive, Henley Brook)
 - Exact location of shelter building: **Primary Classroom Building.**

6.7 Recovery

Following a bushfire event, recovery will include:

- The Chief Warden will receive the 'all clear'.
- The Communications Warden will issue an SMS message to students' parents or guardians advising of the collection arrangement for students.
- The Chief Warden and Area Warden will return to the site and inspect.
- If determined safe by the Chief Warden, the Communications Warden will issue details on the reopening of the site.
- The ECO will debrief the EPC.

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7 References

Department of Education 2022, *Principal's guide to bushfire: Prepare your school for the bushfire season*, Department of Education, East Perth

Standards Australia 2010, *Australian Standard 3745-2010 Planning for emergencies in facilities* (AS 3745-2010), SAI Global Limited, Sydney.

Standards Australia 2012, *Australian Standard 1851-2012 Routine service of fire protection systems and equipment* (AS 1851-2012), SAI Global Limited, Sydney.

Western Australian Planning Commission (WAPC) 2024, *Planning for Bushfire Guidelines*, Western Australia.

Western Australian Planning Commission (WAPC) 2024, *Bushfire Emergency Plan Manual*, Western Australia.

Appendix A

Principals Guide to bushfire: Prepare your school for the bushfire season





Department of
Education

Shaping the future

Principal's guide to bushfire:

Prepare your school for the bushfire season

This document must be read in conjunction with the [Incident Management Manual](#).

Updated October 2022.

The Department of Education acknowledges the contribution of the following organisations in preparing this document.

- Department of Fire and Emergency Services, Western Australia
- Education Directorate – ACT Government
- Department of Education and Training, Victoria

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1 Introduction

The [Risk and Business Continuity Management policy](#) requires all staff to manage risks that threaten to adversely impact employees, students, school infrastructure and the Western Australian community.

Principals or site managers are responsible for managing onsite and offsite school related incidents as required in the [Incident Management Manual](#).

Where the Department of Fire and Emergency Services (DFES) identifies that a school is located in an area that is exposed to a risk of bushfire, it will be placed on the bushfire zone register available on [Ikon](#).

All schools placed on the bushfire zone register must develop an individual [Standalone bushfire plan](#) for their school site as part of their incident management planning process.

Principals must read and understand their requirements before the start of the bushfire season. The [Principal's guide to bushfire](#) (Principal's guide) provides schools with the relevant information and resources to manage bushfire risk and prepare the *Standalone bushfire plan* template. The guide should be used in an online format to access the related hyperlinks and copy important websites and phone numbers before the start of the bushfire season.

The Department's main priority is the safety, survival and wellbeing of students, staff and visitors. Staff are not expected to fight bushfires.

This guide aligns with the Department's risk management process to prevent, mitigate, prepare, respond, recover, review and continuously improve our response to bushfire risk.

Before the bushfire season starts each year, each principal must:

- understand the Incident Management Manual
- read this guide and prepare the school site for the bushfire season
- complete an individual *Standalone bushfire plan* and lodge it through "*Prepare for bushfire season at your school*" on [Ikon](#) before 31 August
- schools will receive a notification before the bushfire season of the requirement to lodge the plan. This is a requirement for all public schools (including Independent Public Schools, Private Public Partnership schools and offsite Education facilities) located in a designated bushfire risk area
- brief staff, students and parents on what to do if a bushfire threatens their school or facility.

This Guide has been developed in close collaboration with DFES. It is shared with:

- Catholic Education Western Australia
- The Association of Independent Schools of Western Australia.

For further advice on this guide, contact:

Department of Education
Manager Security and Emergency Management
T: (08) 9264 4825
E: bushfire.plans@education.wa.edu.au

2 Risk assessment and the bushfire zone register

DFES identifies schools located in proximity to bushfire prone vegetation and a bushfire risk area.

The bushfire zone register is a Department document that identifies all public schools located in a designated bushfire risk area. This includes Independent Public Schools and Private Public Partnership Schools.

The DFES determines the level of risk at each school site on the likelihood and consequence of a bushfire event. This is based on factors such as the bushfire attack level, building vulnerability, access and egress and the vegetation across the broader landscape. A risk rating is assigned to schools on the Bushfire zone register as follows:

EXTREME
VERY HIGH
HIGH
MODERATE
LOW

Table 1 shows the actions required to prepare for the bushfire season based on a school's assigned risk rating.

Table 1 - Action principals need to take at their school

Action	Risk Rating Level				
	Extreme	Very High	High	Moderate	Low
Complete a <i>Standalone bushfire plan</i> for their school site.	☑	☑	☑	☑	☑
Must maintain a 20-metre asset protection zone around all buildings.	☑	☑	☑	☑	☑
Complete a separate <i>Standalone bushfire plan</i> for offsite facilities (i.e. community kindergarten) where school staff work at these sites.	☑	☑	☑	☑	☑
Review and return the approved site specific <i>Bushfire assessment and treatment plan</i> developed by DFES.	☑	☑			
Initiate the pre-emptive closure process when a forecast of a Fire Behaviour Index of 75 (Extreme Fire Danger Rating) or above is issued.	☑	☑			

All schools, regardless of their risk rating, must:

- have a completed *Standalone bushfire plan* specific for their site
- maintain a 20-metre asset protection zone around all buildings.

Schools with a risk rating of Extreme or Very high

- Must follow the treatment strategies developed by DFES in the *Bushfire assessment and treatment plan* for their site and mitigate the risk by monitoring and maintaining the bushfire treatment strategies once the works have been completed.
 - Follow the pre-emptive closure procedures when a forecast of a Fire Behaviour Index of 75 (Extreme Fire Danger Rating) or above is issued. The Director of Education or delegated officer will notify affected schools that pre-emptive closure is required.
-

Note: Principals are informed when their school is no longer on the bushfire zone register.

3 Prevent and mitigate

Bushfire prevention and mitigation is an ongoing requirement that minimises the impact of a bushfire event and the risk to normal operations of the school.

3.1 Asset protection zone

Schools must maintain a 20-metre asset protection zone around the school to protect it from a fire event (refer to Figure 1).

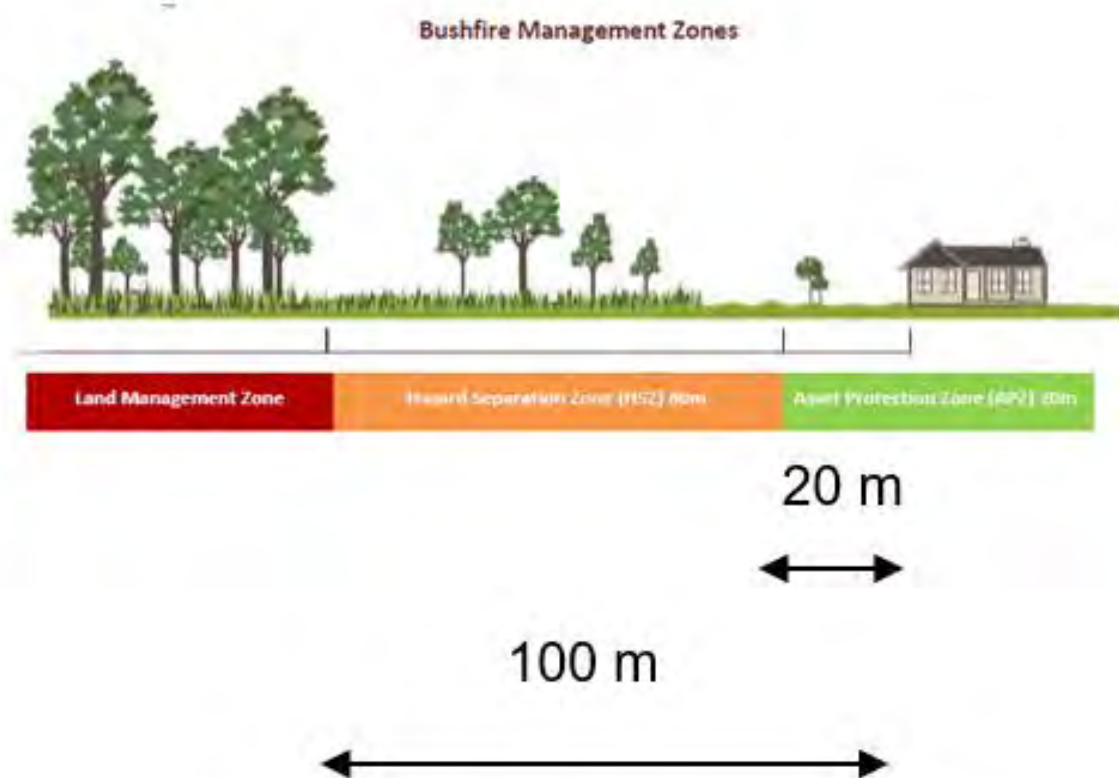


Figure 1 – asset protection zone

To manage the asset protection zone, the following activities must be completed:

- Clear a 20-metre asset protection zone around each building by removing all:
 - o rubbish;
 - o long dry grass;
 - o bark on the ground; and
 - o flammable material.
- Remove any garden mulch or wood piles from around buildings.
- Clear obstacles and overhanging branches from driveways and access points.
- Cut and semi-cultivate grass in and around the school to at least 100mm or below.
- Cut dense scrub around the school.
- Prune lower tree branches up to two metres off the ground. This stops a ground fire from spreading into the tree canopy.
- Create and maintain a minimum two metre gap between school buildings and tree branches.
- Maintain a distance between shrubs and buildings of three times the height of the shrub at maturity.
- Remove from under trees any:
 - o leaf litter and twigs; and
 - o shrubs and small trees.
- Secure liquid propane gas cylinders to the side of the school, furthest away from the likely direction of bushfires. Vent them away from the building.

Note:

- For information about mulch, refer to the Ikon service [Use mulch in your school gardens](#).
 - For information about maintaining gardens at your school, refer to the Ikon service [Maintain gardens at your school](#).
 - Department properties subject to bushfire risk may receive central funding for fire breaks. Refer to the Ikon service [School fire breaks](#).
-

3.2 Treatment plan and mitigation

DFES will undertake a physical inspection of your school site and prepare a *Bushfire risk assessment and treatment plan* for school sites that have a risk rating of Extreme or Very High.

School to advise the DFES Bushfire Risk Management Liaison Officer of any culturally or environmentally important items at the school that need to be protected.

The *Bushfire risk assessment and treatment plan* identifies and recommends actions required to be undertaken by the Department and the school to reduce risk.

Download and use the '[Bushfire mitigation management register](#)' template to:

- record completed works you have undertaken for your school based on your *Bushfire risk assessment and treatment plan*
 - record any other mitigating actions you take, including ongoing actions
 - record activities planned for each year
 - support continuity and 'corporate knowledge' when staff changes occur.
-

Note: Include a copy of the register in your *Standalone bushfire plan*.

4 Prepare

Thorough preparation through planning and developing response strategies is key to minimising the adverse impact of a bushfire event at a school. This section outlines the preparation process.

4.1 Bushfire risk planning

Principals should add their completed individual *Standalone bushfire plan* to their school's Incident Management Plan. If they are responsible for multiple school sites, each site must have its own plan. Develop the plan in consultation with:

- school staff
- members of your local emergency services (for example, fire brigade and regional DFES office)
- your local government emergency management committee and local government representatives
- other school sites.

This document must be read in conjunction with the [Incident Management Plan](#).

4.2 Onsite 'safer building location'

Schools must identify a 'safer building location' if a sudden bushfire event threatens a school and it is not safe to evacuate staff, students and visitors to an offsite location.

An onsite 'safer building location' is:

- used when there is no time to organise an offsite evacuation
- an enclosed building on the school grounds
- reasonably sealed from external environmental hazards
- not an open area such as a school oval or non-enclosed building
- to be identified, prepared and ready for a sudden fire event.

When selecting an onsite 'safer building location', principals must consider:

- the construction of the building
- risk of ember attack and smoke
- capacity to accommodate students and staff
- ease of entry and exit during an emergency – where possible, the location should have multiple exits or double doors
- proximity to the school's nominated evacuation sites
- the ability to defend the 'safer building location'
- ease of access to the building for emergency services with firefighting vehicles
- the proximity to flammable and combustible materials
- that it has toilets and drinking water
- that it has a first aid kit.

Schools may need to identify multiple 'safer building locations' if one location cannot meet capacity needs.

Preferred safer building requirements

The area is:

- surrounded by an asset protection zone of a 20-metre radius
- clear of all rubbish, long dry grass, bark and flammable materials
- free of tree crowns overhanging buildings that are greater than two metres in height
- a minimum distance of two metres between the building and tree branches
- of brick construction
- the distance of shrubs from the building is three times the height of the tree at maturity

- not less than six metres from other buildings
 - able to accommodate all staff and students
 - no more than five tonnes per hectare of fuel in the hazard separation zone
 - no more than two tonnes per hectare of fuel in the asset protection zone
 - not upslope from predominant vegetation.
-

Note: Your local government authority and regional DFES office must be informed of your school's pre-determined onsite safer building location.

4.3 Offsite evacuation location

Schools must identify a minimum of two safe offsite evacuation locations so that alternatives are available if one of their offsite location(s) are under threat from a bushfire.

Principals should seek advice on the use of offsite evacuation locations from the local emergency services. These should be documented/recorded in section 9 in the *Standalone bushfire plan*.

When selecting offsite evacuation locations, principals must consider:

- Are there enclosed accessible facilities at the offsite location that can accommodate students and staff (must not be a park, reserve, oval or another open space that may expose students and staff to heat or other conditions)?
- Does the plan include other offsite locations if one is under threat from the bushfire?
- Is the offsite location away from the threat of bushfire?
- Are there amenities (such as toilets and water) available?
- Is the offsite location big enough to accommodate all staff and students?
- Is transport required to get there?
- Are there sufficient numbers of vehicles available?
- Can the vehicles accommodate students with special needs?
- Is the route to the offsite location safe and away from the threat of bushfire?

4.4 Lodge the Standalone bushfire plan for your school

The *Standalone bushfire plan* assists you and your staff to prepare for days when the Fire Behaviour Index (FBI) is 75 or above (extreme or catastrophic fire danger rating) or there is a bushfire. The plan contains a bushfire preparation checklist that you must complete annually. Use this guide to help you complete the plan.

Access the *Standalone bushfire plan* template on Ikon at [Prepare for bushfire season at your school](#). You can also search 'bushfire' on Ikon.

5 Respond

This section contains information on how principals need to respond to:

- changes to the fire behaviour index and subsequently fire danger ratings triggering pre-emptive closure; or
- a sudden bushfire event triggering onsite or offsite evacuation.

5.1 Fire danger ratings

The fire behaviour index and associated [fire danger ratings](#) are based on weather condition forecast by the Bureau of Meteorology and are issued based on:

- a much more accurate scale of potential fire behaviour if a fire starts based on weather conditions and the applicable model
- the level of bushfire threat on a particular day.

Name	FBI Range	High-level messaging
No rating	0-11	Minimal Risk
Moderate	12-23	Plan and prepare.
High	24-49	Be ready to act.
Extreme	50-99	Take action now to protect life and property.
Catastrophic	100+	For your survival, leave bushfire risk areas

The principal needs to know the fire danger rating for the area, monitor local conditions and keep informed. Understanding the fire danger rating, the fire behaviour index (FBI) levels, and what they mean will help make decisions about what to do if a bushfire starts.

All schools identified as extreme or very high may cease operations if a Fire Behaviour Index of 75 (Extreme Fire Danger Rating) or above has been reached.

The Bureau of Meteorology will issue FBI tables twice daily, once in the morning and again in the afternoon. The Security and Emergency Management Team will check the tables daily to determine if a Fire Behaviour Index of 75 (Extreme Fire Danger Rating) or above has been reached. Pre-emptive closure will only be invoked on FBI alerts received in the afternoon for the following day.

At each rating, the fire behaviour and potential impact will be different. Table 2 lists the planned responses for the various fire danger warnings.

Table 2 – Planned responses for the various fire danger ratings

Fire danger rating	Fire behaviour index (FBI)	Action
 Catastrophic	100+	- Schools listed on the bushfire zone register as Extreme or Very High risk may close on instruction from the Deputy Director General Schools or Manager, Security and Emergency Management via the Director of Education. - Action procedures in <i>Standalone bushfire plan</i> (refer to Appendix C) - Cancel bus services.
 Extreme	50-99	Maintain normal school operations but: - monitor Emergency WA - know the triggers and be ready to act - schools listed on the bushfire zone register as Extreme or Very High risk may close on instruction from the Deputy Director General Schools or Manager, Security and Emergency Management via the Director of Education in the event of a Fire Behaviour Index of 75 (Extreme Fire Danger) or above - action procedures in the <i>Standalone bushfire plan</i> (refer to Appendix C) - cancel bus services.
 High	24-49	Maintain normal school operations but: - monitor Emergency WA - know the triggers and be ready to act.
 Moderate	12-23	- Maintain normal school operations. - Plan and prepare.

Principals should monitor current fire danger ratings and fire activity from a range of official information sources:

- [Bureau of Meteorology – Western Australia Fire Danger Ratings](#)
- [Emergency WA website](#)
- **Department of Fire and Emergency Services**
 - o Information line – 13 33 37
 - o [DFES on Twitter](#)
- **Local radio**
 - o [ABC Emergency WA](#)
 - o ABC local radio
 - o 6PR

5.1.1 Pre-emptive (planned) closure

In response to a Fire Behaviour Index of 75 (Extreme Fire Danger) or above being forecast, the school site may be required to initiate the planned closure process.

The lead time for a pre-emptive closure varies depending on weather patterns. Principals are given as much notice as possible to inform parents, staff and students:

- that the school is on standby
- the date of pre-emptive closure.

Table 3 – Pre-emptive (planned) closure process

Summary of the process when advance warning of a Fire Behaviour Index of 75 (Extreme Fire Danger Rating) or above is forecast by BOM	
1	Pre-emptive closure is directed by either: • Deputy Director General, Schools - or • Manager, Security and Emergency Management
2	Director of Education phones the school to inform them of pre-emptive closure.
3	Changes to the forecast weather conditions are communicated through DFES media releases and Emergency WA.
4	Pre-emptive closure is confirmed by the Department of Education via the Director of Education to the Principal on the day or day before declared closure.
5	The deadline for the decision will be made by 4.30 pm on the day before pre-emptive closure.
Note: Refer to section 5.1.2 for a Flow chart - Principal's response to a Fire Behaviour Index of 75 (Extreme Fire Danger) or above being forecast. If the forecast changes after the 4.30pm deadline, the school remains closed to limit confusion for parents and give them time to make alternative arrangements for their children. If weather conditions improve between the announcement of pre-emptive closure and 4.30pm on the eve of closure, pre-emptive closure may be cancelled.	

Refer to Appendix C in your school's *Standalone bushfire plan* for the procedures.

If a Fire Behaviour Index of 75 (Extreme fire danger) or above has been forecast in a school's locality and they are not on the bushfire zone register, principals should:

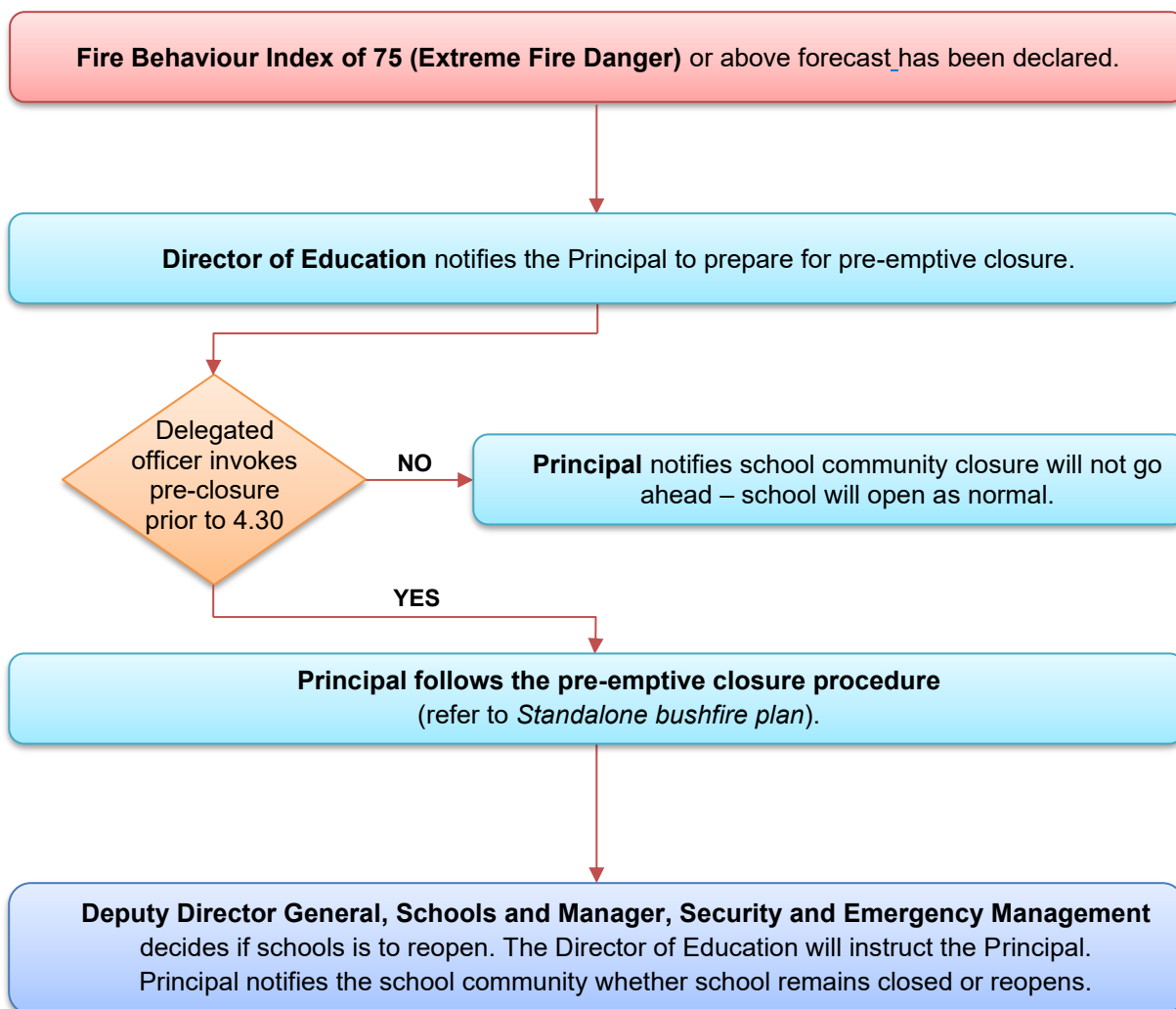
- continue normal operations but monitor bushfire activity and weather alerts (refer to Table 2)
- contact their Director of Education with any concerns
- direct parent enquiries to the [Emergency WA](#) website and the DFES information line 13 3337.

Residential and Agricultural Colleges remain open on an Extreme 75 or above fire behaviour index rating day and must have procedures in place:

- to move into onsite 'safer building location'; or
- action an offsite evacuation if safe.

Parents need to be informed when the Fire Behaviour Index of 75 (Extreme Fire Danger) or above has been downgraded and when it is safe for their children to return to school. Principals should communicate with parents referring to the bushfire response telephone call tree and use the communication templates in their *Standalone bushfire plan*.

5.1.2 Flow chart - Principal's response to Fire Behaviour Index of 75 (Extreme Fire Danger Rating) or above



5.2 Response to a sudden bushfire event

Community alerts and warnings for bushfires that threaten lives and property are issued through the Emergency WA website:

The warnings are issued once firefighters have determined the level of threat to the community. The alert level changes reflect the increasing risk to life and property.

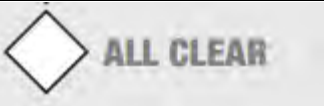
The Principal must prepare to move students, staff and visitors to the onsite 'safer building location' or offsite evacuation location.

Evacuation orders are directed by the Emergency Services.

The Emergency Services uses the four bushfire warning stages displayed below as a guide on responding to a bushfire event that may impact a school.

Table 4 – Bushfire warning stages

Bushfire warning stages		
1	 ADVICE	A fire has started, but there is no known danger. This is general information to keep principals informed and up to date with developments. Principals must: • turn off evaporative air conditioners and ensure roof vents are closed. • check and patrol the school regularly for bushfire activity, paying particular attention to the evaporative air conditioners.
2	 WATCH AND ACT	There is a possible threat to lives and property. Conditions are changing. Principals must prepare to: • evacuate; or • move students, staff and visitors to their pre-determined onsite 'safer building location'. They must not be moved to an open area. Evacuation orders are: • issued by the Incident Controller or Emergency Services if required. • relayed via official sources such as Emergency WA. It is vital that the principal: • accesses bushfire information from official sources • makes an informed decision to stay onsite or evacuate offsite based on advice from the Incident Controller or Emergency Services.
3	 EMERGENCY WARNING	A school is in danger as its area will be impacted by fire. Take immediate action to survive. The principal will be advised whether staff, students and visitors can leave the area or if they must shelter where they are as the fire burns through the area. A siren, called the State Emergency Warning System (SEWS), may accompany an emergency warning. Evacuation orders are: • directed by the Incident Controller or Emergency Services. • relayed via official sources, such as Emergency WA. It is vital that the principal: • accesses bushfire information from official sources • makes an informed decision to stay onsite or evacuate offsite based on the advice.

4		The danger has passed, and the fire is under control, but stay alert in case the situation changes. It may not be safe to return to school yet.
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Further information on the bushfire warning system is available:

- in the DFES video, [Understand bushfire alerts and warnings](#).

Note: Total fire ban is declared on days of extreme weather or when widespread fires are seriously stretching firefighting resources. Check Emergency WA after 6.00pm to see if a ban has been declared for the next day. Refer to Terminology (section 10) for further info.

5.3 Response when a bushfire starts, and the school is open

If a 'Watch and Act' or 'Emergency' bushfire warning alert has been issued via Emergency WA, the principal must prepare to move students, staff and visitors to the:

- onsite 'safer building location'
- offsite evacuation location (to be directed by the Incident Controller or Emergency Services).

Use your school's *Standalone bushfire plan* for the procedures (Appendix B) and the bushfire action plan maps for your site (Section 7)

5.4 Response when a bushfire starts, and the school is closed

Use your school's *Standalone bushfire plan* for the 'After hours or school holiday procedures' (Appendix D).

5.5 Incident Management Responses

Level 1 incidents

Principals or site managers manage level 1 incidents using local resources or with support from their education regional office or central services. External agencies such as the WA Police Force or medical professionals may be involved where required.

Level 2 incidents

Principals or site managers manage level 2 incidents at a local level with support from their education regional office or central services. However, if increased complexity or additional resource requirements necessitate further support and coordination, an executive director or above may appoint an incident support coordinator.

Level 3 incidents

Level 3 incidents involve a high degree of complexity. The Director General will appoint an incident commander (Senior agency representative). Level 3 incidents are managed under the direction of an incident commander.

6 Recovery

After a bushfire event at a school, the Department priorities are:

- health and safety of individuals
- social recovery
- structural recovery.

To ensure a strong recovery, Principals and site managers should:

- debrief with staff, students and parents as soon as possible after the bushfire event
- return to normal operations as soon as possible
- attend to staff and student welfare, considering counselling support
- inform families and the community of any impact to normal school operations and routine
- check off any equipment or stock used and arrange for replacement/replenishment
- address physical damage to the school, isolating areas if required
- relocate to alternative accommodation if necessary
- advise the Department if any damage has been caused by the bushfire
- contact the Department of Finance to commence repairs
- attend to security, if necessary, through Security and Emergency Management (9264 4825)
- manage administrative details including insurance.

In the event of a Level 2 Incident Support Team or Level 3 Incident Management Team being activated, recovery may be facilitated with the assistance of the Incident Support Coordinator or direction of an Incident Commander.

7 Review

After recovery, Principals should undertake a review to establish:

- what worked
- what did not work
- what was overlooked
- what could be improved
- if a delegation should be reassigned.

Principals should also:

- incorporate changes into the *Standalone bushfire plan*
- advise the appropriate parties including staff and other authorities
- share the knowledge with other schools
- test the revised *Standalone bushfire plan* and procedures.

Refer to the Recovery Section of your Incident Management Plan. For further assistance and information contact:

- the relevant Education Regional Office
- Local Emergency Services
- Department of Education – Incident Management Team or Incident Support Team (if activated)
- Department of Education – Manager, Security and Emergency Management on (08) 9264 4825
- Department of Education – Incident Support Unit on (08) 9264 4768
- Local Government - Local Emergency Management Committee (LEMC).

Additional information and resources:

- [Emergency WA](#)
- [DFES Bushfire Overview](#)
- [Travelling during a bushfire](#)
- [Prepare for a bushfire](#)
- [During a bushfire](#)
- [Recovering from a bushfire](#)
- [Bushfire Ready](#) (resources for parents to prepare their home bushfire plan)
- All DFES publications can be found [here](#)

8 Communication templates

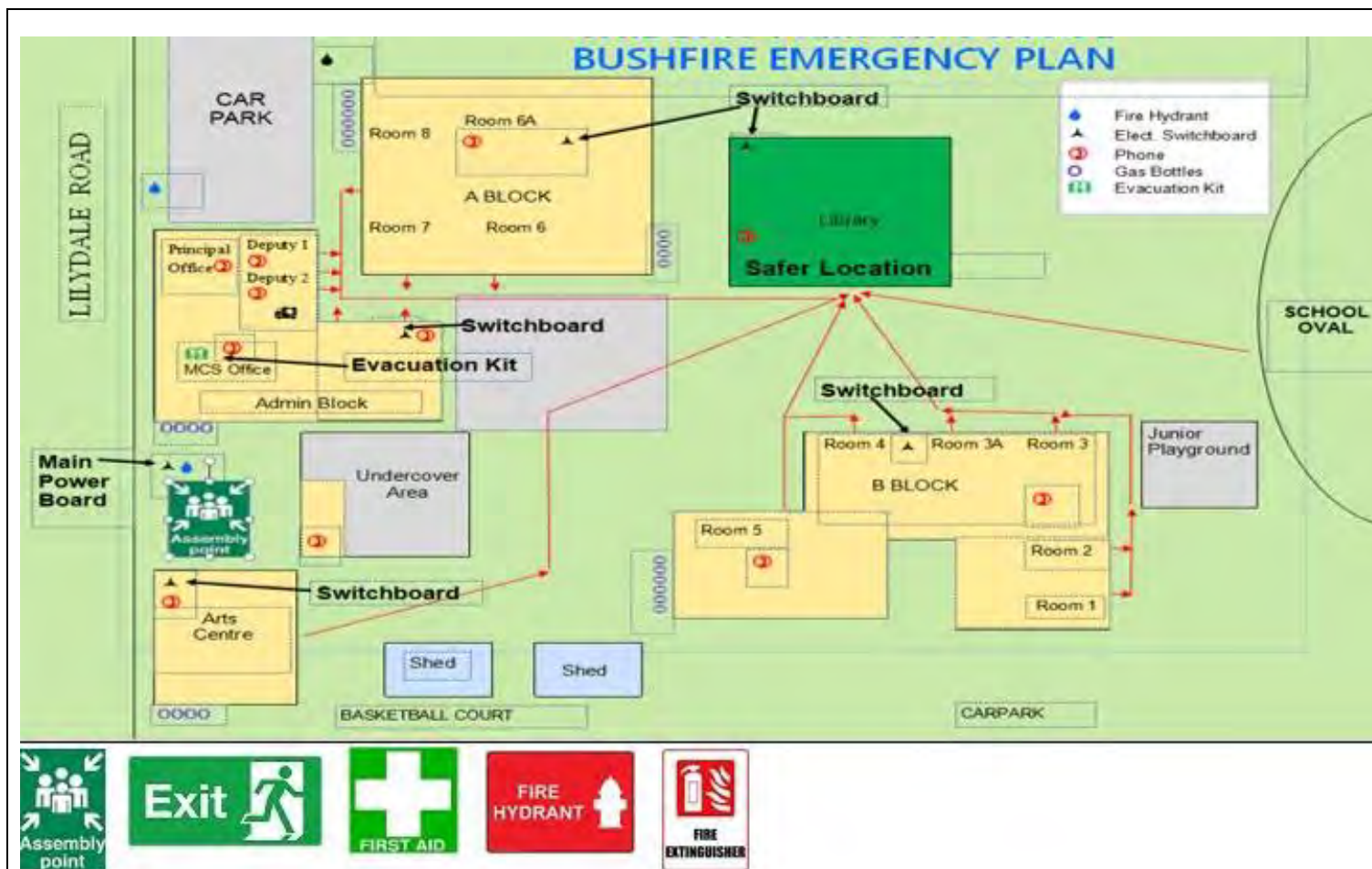
Principals and their staff are required to communicate with parents, carers and staff about school closure, school re-opening or student relocation due to a bushfire.

Note: Refer to the [Standalone bushfire plan](#) – ‘Communication templates’ (Appendix E)

9 Sample bushfire action plan map

9.1 Onsite 'safer building location' sample

Below is a sample of an onsite 'safer building location'. Do not use an open area such as a school oval or a non-enclosed building.



Map Instructions

Your map should include the following:

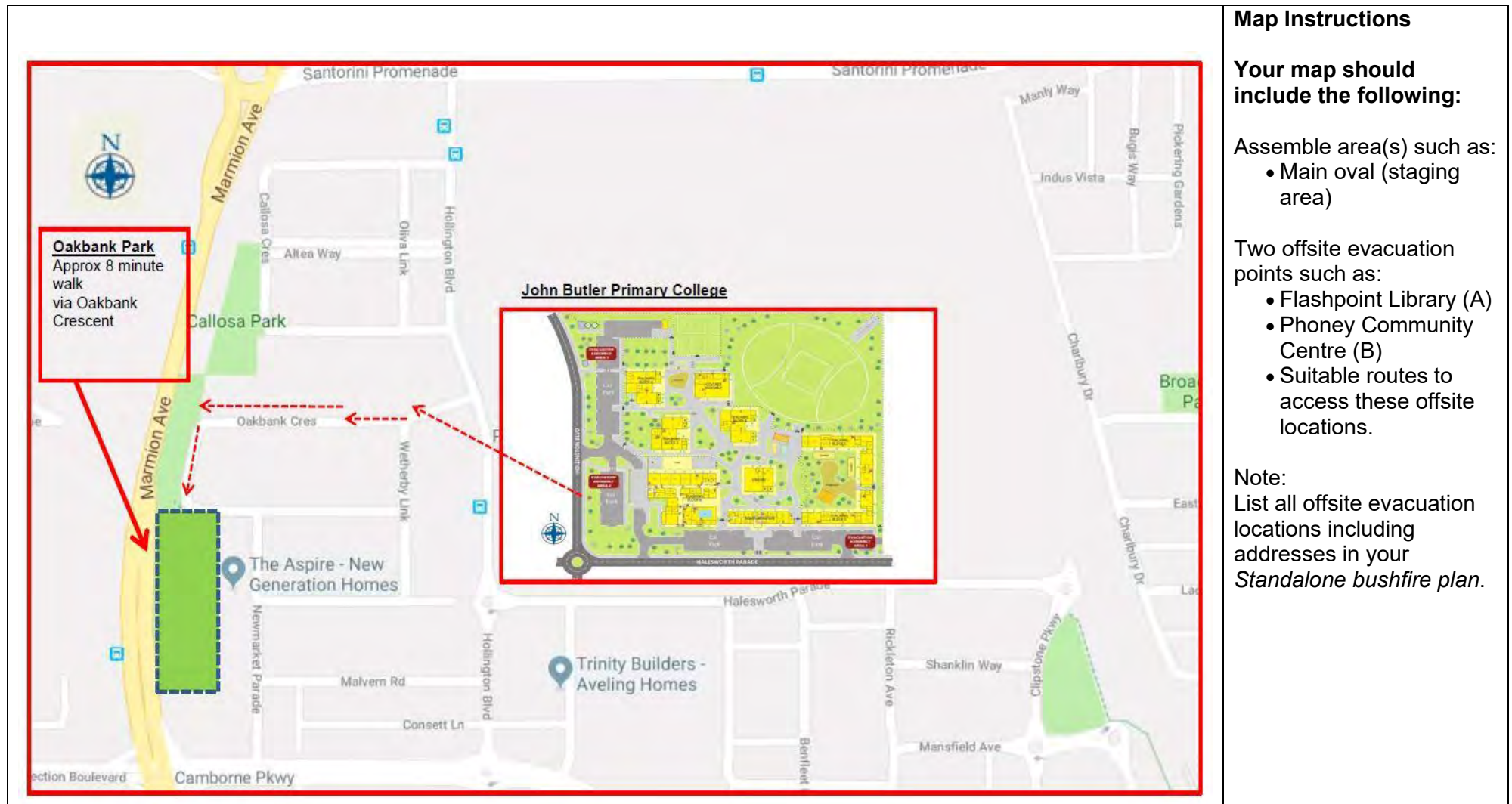
- Onsite 'safe building location(s)'
- Routes to access this building'
- location of fire hydrants
- electrical switchboards
- phones and communication board
- first aid kits
- evacuation kits; and
- any other relevant details.

Note:

List all onsite 'safer building location(s)' including the name of the building (for example Library, Gym).

9.2 Offsite evacuation location sample

Below is a sample of an offsite evacuation action plan map.



10 Terminology

Term	Description
Alerts and Warnings	Staying informed during emergencies
Asset protection zone	The asset protection zone is a defined area surrounding a school that must be managed to an acceptable level to reduce the bushfire hazard. The management of the asset protection zone is about reducing direct flame contact on the buildings during a bushfire. This involves managing and reducing the fuel load to a minimum distance of 20 metres around building.
Bushfire attack level	A measure of the severity of a building's potential exposure to ember attack, radiant heat and direct flame contact. The assessment process is based on the calculations presented in AS3959:2018 to determine the Bushfire attack level at a school site.
Bushfire behaviour	All fires require three elements: fuel, air and heat to start and grow. Bushfires in particular can be unpredictable, behaving in a number of ways depending on the amount of these elements. The majority of severe bushfire threats generally occur in high temperatures, strong winds and lightning from thunderstorm activity.
Bushfire hazard	Many schools in Western Australia are located in areas that may be impacted by a bushfire. The level of risk to which schools in these areas are exposed can vary considerably and is dependent on the bushfire landscape surrounding a school and also on how well a school is prepared and able to respond in a bushfire emergency.
Bushfire mitigation management register	A register to assist you to monitor and maintain the bushfire treatment works after these have been completed.
Bushfire risk area	An area that has been designated by the Fire and Emergency Services Commissioner as an area that is subject, or likely to be subject, to bushfire.
Bushfire zone register	This is a Department of Education list of all public schools identified as being in a bushfire risk area. This means a school has been assessed as being in or close to bushfire prone vegetation. Schools included on the register are assessed as: Low, Medium, High, Very High or Extreme depending on the risk rating.

Bushfire alerts and warnings	Understand bushfire alerts and warnings (video)
'Catastrophic' fire danger rating	This fire danger rating means that if a fire was to occur, it would be: • uncontrollable • unpredictable • very fast moving • very aggressive, with flames extending high above treetops and buildings.
DFES website	• Emergency WA • Bushfire Overview • Warning systems • Education Resources • Travelling during a bushfire
Direct flame contact	When materials close to a school catch fire, flames can touch the outside of school buildings. The length of time that flames are in direct contact with school buildings depends on the amount of fuel to be burnt.
Ember attack	Even if the fire front does not reach a school, the school can still be damaged by burning embers carried by strong winds. Embers can get into a school through gaps in roofs, walls, evaporative air-conditioners, windows and doors. They can land on materials that easily burn and this can start a fire. Research has shown that ember attack is the main reason that buildings catch fire during a bushfire. Embers can continue to threaten a school even after the fire front has passed.
Fire behaviour Index	A numerical scale of fire danger developed specifically for operational users and fire management decision making. The Fire Behaviour Index provides a much more accurate scale of potential fire behaviour based on weather conditions and the applicable model. This enables emergency services to be better prepared, make improved decisions and provide better advice to the community.
Fire danger rating	Consists of broad categories designed to quickly communicate the potential level of fire danger to the public. Categories are set against outputs of the Fire Behaviour Index.
Fuel	Vegetation around a school such as dry grass, leaves, twigs and bark, provide fuel for a fire. This fuel plays a part in how hot a fire can be and how fast it can spread. If fuel is removed, the fire will starve.

Fuel load assessment	A measurement of the accumulation of available bushfire fuels within a specific area.
Hazard reduction	A range of risk treatment options that are available to reduce bushfire risk which include but are not limited to burning, slashing, mulching, clearing and chemical spraying.
Hazard separation zone	This is a defined area which extends 80 metres from the outer edge of the asset protection zone and improves fire protection of assets by reducing the intensity and rate of spread of bushfires within the zone. Fuel load management within the Hazard separation zone will reduce the likelihood of crown fires developing and spot fire ignition potential within the zone.
Incident controller	An incident controller assesses the level of danger to the community and if lives and homes are under direct and imminent threat. He or she may request an Emergency Alert be issued within that specific geographical area.
Local emergency management committee (LEMC)	Also called the LEMC, this committee is established by the local government authority to: • advise and assist the local government in ensuring that local emergency management arrangements (LEMAs) are established for its district • liaise with public authorities and other persons in the development, review and testing of the LEMA • carry out other emergency management activities as directed by the LEMC or prescribed by the regulations.
Prescribed burn	The burning of a percentage of available bushfire fuels to reduce the available fuel load and therefore reduce the potential intensity and risk of a bushfire. AFAC's Bushfire Glossary (AFAC, 2012) defines prescribed burning as: 'The controlled application of fire under specified environmental conditions to a predetermined area and at the time, intensity, and rate of spread required to attain planned resource management objectives.
Pre-emptive closure	This is a planned school closure in response to predicted fire conditions. It is advised by DFES and relayed via the Department to the school or directly by DFES.
Standard emergency warning signal (SEWS)	This warning signal is broadcast immediately before major emergency announcements on the radio, television and other communication systems.

	The purpose of SEWS is to alert the community that an official emergency announcement is about to be made concerning an actual or imminent emergency that has the potential to affect them. School staff are strongly advised to become familiar with the sound. To listen to the SEWS sound.
Total fire ban	A Total Fire Ban is declared when a fire is likely to spread rapidly or if widespread fires are already burning and firefighting resources are stretched. Means: • no fires must be lit or used in the open air • all open fires for cooking or camping are not allowed • 'hot work' such as metal work, grinding, welding, soldering, gas cutting or similar is not allowed. DFES advises that chainsaws, plant or grass trimmers or lawn mowers can be used during a total fire ban in suburban or built-up areas which are cleared of flammable material, but not in bushland or other areas where their use may cause a fire. TFBs are declared using the whole of local government boundary. It is also necessary to ensure: • the equipment or machinery is mechanically sound; and • all reasonable precautions are taken to prevent a bushfire from starting. Postpone the activity altogether to minimise the risk of fire. For information on activities that can or cannot be carried out during a total fire ban, visit Total Fire Bans (DFES) or Emergency WA for the current fire bans.

Part 2

Bushfire Emergency Plan for Quick Reference Guide



BUSHFIRE EMERGENCY PLAN

Name of Site / Facility	Henley Brook School		
Address of Site / Facility	currently Lot 1 (#10) Asturian Drive, Henley Brook, City of Swan		
Owner/Operator	Australian Islamic College (Perth) Inc		
Plan Prepared By	Connor Porter-Wilkinson		
Plan Approved By	Anthony Rowe	BPAD No.	Level 3 BPAD no. 36690
Date Approved	25/03/2026	Plan Version	B

The **Primary Action** to follow under **normal** bushfire conditions is to:

EVACUATE
shelter on site only if it is not safer to leave

Refer to Pre-emptive Procedures when forecast conditions exceed normal

IMPORTANT:

If conditions change during evacuation and the safety of the evacuation roads cannot be guaranteed (smoke, fire travelling more quickly or similar), stay at the Facility and shelter.

The purpose of this plan is to identify procedures for occupants and site managers to follow in the event of a bushfire emergency.

This is a living document that must be reviewed annually, prior to the bushfire season, and after any bushfire event.

Information within this plan must be maintained, and key personnel must review their responsibilities under this plan.

Document Control

EP21-017(09)--007 CNV

1 Communications

To be completed by the school ahead of operation.

1.1 Site Emergency Contact(s)

Primary contact			
Position / role	Chief Warden		
Phone number (BH)		Phone number (AH)	
Secondary contact			
Position / role	Deputy Chief Warden		
Phone number (BH)		Phone number (AH)	

1.2 Site Details

Type of facility / site	College		
Number of buildings	11		
Number of occupants	Maximum _____ Students Maximum _____ Staff	Number with support needs	Student and staff dependent _____
Description of support needs			

****To be confirmed at the start of each school term with student-specific detail appended where applicable****

1.3 List of Emergency Control Personnel

The following table identifies the **Emergency Control Organisation (ECO)** – the individuals responsible for implementing the emergency procedures in the event of a bushfire emergency.

Function	Role/name	Contact No.
Chief Warden		
Deputy Chief Warden		
Area Warden		
Area Warden		
Area Warden		
Communications Officer		
First Aid Personnel		
Traffic Warden		

1.4 Emergency Contacts

Dial '000' for emergency assistance.



The following table identifies important contacts and information sources for bushfire emergency management purposes.

Name / Organisation	Phone No. / Website
Fire, Police, Ambulance	000
Department of Fire and Emergency Services (DFES)	13 33 37 for non-urgent
Western Australian Police (WAPOL)	131 444 for non-urgent
City of Cockburn Fire and Emergency Management team	08 9411 3444
Water Corporation Emergencies	1800 882 037
Electricity (Western Power Emergencies)	13 13 51
Bureau of Meteorology	www.bom.gov.au
Emergency WA	https://www.emergency.wa.gov.au/

2 Preparations prior to bushfire season

SEASONAL CHECKLIST - WORKS	COMPLIES (Y/N)
• Unless identified as remnant native vegetation not subject to management, the site shall be maintained in a low-threat state as per AS3959-2018, clause 2.2.3.2(e) and 2.2.3.2(f). • No turf/grass areas within the facility should exceed 100 mm. • Clear dead and flammable material. Maximum fuel load of 2 tonnes per hectare in grounds where identified as low threat.	
• Ensure all roof and building junctions are clear of litter.	
• Ensure bushfire shelter building (designated safer place) is evaluated as fit for purpose in accordance with <i>Principal's guide to bushfire: Prepare your school for the bushfire season</i>, to accommodate required staff and students.	
• Ensure all buildings are maintained in accordance with the designated bushfire attack level rating, other relevant building standards and the approved design. This includes inspecting gaps in roofs and walls, screens, windows, shutters and similar features. They should all be in working order and as per the approved design.	
• All buildings are free of flammable materials: not located within 3m of the building face, including from roof gutters.	
• All objects attached to the buildings are non-combustible or easily removable, and the removal mechanism is in working order.	
• The hoses supplied for firefighting are protected from radiant heat (non-flammable fire reel cover) and are in working order.	
• Fire extinguisher charge levels are in working order, and the instructions on use is attached.	
• Smoke detectors are in working order.	
• The Evacuation Diagram is clearly displayed on or immediately next to all external doors.	
• Emergency Contact details are current and identified on the Evacuation Diagram.	
• Ensure induction details for personnel during the bushfire season are up to date.	
• Confirm driveways and access routes allow for the safe passage of emergency vehicles to all buildings and assets on the land.	
• If applicable, confirm roof-mounted evaporative air coolers fitted with ember-proof screens to the filter media to reduce the possibility of bush fire embers igniting the air cooler.	
Date of inspection	

MANAGEMENT PREPARATION CHECKLIST – BUSHFIRE SEASON	COMPLIES (Y/N)
• Ensure the Bushfire Emergency Plan is reviewed prior to the bushfire season.	
• The Chief Warden, Deputy Chief Warden and Area Warden are thoroughly familiar with the Bushfire Emergency Plan.	
• Ensure students, staff, and visitors have been made aware of the Bushfire Emergency Plan.	
• Ensure students, staff, and visitors are aware of the facility procedures during a bushfire.	
• Ensure supplementary transport arrangements have been arranged.	
• Ensure the Chief Warden, Deputy Chief Warden and Area Wardens are able to liaise with the relevant authorities with up-to-date contact details, including (but not limited to) the Department of Fire and Emergency Services, the Department of Biodiversity, Conservation and Attractions, WA Police, local volunteer fire brigade, and local government representative.	
• Ensure the above authorities are aware of the primary evacuation arrangements	
• Ensure evacuation drills for personnel are practised prior to the start of the bushfire season.	
• Check the Department of Fire and Emergency Services website / EmergencyWA website or app for any alerts daily during the bushfire season.	
• Ensure that on days with a declared 'high' (or greater) fire danger rating, the identified assembly buildings are available in the event of an emergency.	
Date of compliance	

EVACUATION

3 Evacuation Procedures

Evaluation of bushfire risk and the safety of employees and occupants is the **PRIMARY** action to follow under normal bushfire conditions. Evacuation is the preferred option if there is time to safely leave.

Due to the location of the Facility within a largely urbanised area of Henley Brook, it is likely there will be some warning of an approaching bushfire; however, a rapidly developing incident is not an impossibility, particularly from vegetation within rural residential properties to the east. This could reduce the response time available to conduct a safe evacuation, meaning sheltering in place may be required. The preference for evacuation is via the main access route of Henley Street. This route may be affected by significant road congestion, depending upon the number of people from nearby residential areas and other local schools also seeking to evacuate. This must be considered by the Chief Warden (e.g., by monitoring traffic flow on the surrounding road network), and a decision may be made that sheltering on-site is the safer option.

Evacuation

To facilitate the orderly evacuation of the facility, the departure of students, staff and visitors should be phased if necessary, depending upon the number of occupants at the facility at the time (occupancy will vary through the year) and the resources available (number of staff). This can be achieved by:

- Evacuating the most vulnerable occupants first, such as the disabled, those with medical conditions and/or those likely to have breathing difficulty.
- Evacuating visitors and students, followed by staff.

The Chief Warden is to understand the types of students present and have a pre-determined plan for evacuation.

Implement the following procedures:

- Engage the alarm system.
- Notify staff that a bushfire evacuation is underway.
- Students, staff and visitors to be informed and organised for evacuation by Area Wardens.
- Assemble all students, staff and visitors at the 'Primary Classroom' building.
- Area Wardens are to secure the buildings, including closing all windows and doors.
- Determine the route to be used for evacuation. This includes providing clear instructions on the direction of travel for vehicles. The route for travel will depend on the fire location.
- Determine the safety of the route, whether there is time available before the fire arrives, and if the route is safe for a sufficient time for people to be clear of the fire risk. Consider the road congestion (increasing volume of traffic on surrounding roads). **At least 2 hours is required to evacuate students, staff and visitors before the road is impacted.**
- Complete headcount prior to evacuation and, where staged, at each stage of evacuation (when checking buildings, when assembling, when leaving the site, and at the evacuation location).
- Commence evacuation.
- Take the facility Emergency Mobile Phone and this plan with the Chief Warden.
- Enact the transport plan which is students and staff to evacuate via walking or using arranged vehicles.
- Advise emergency authorities of the decision to evacuate and the route.
- Nominated Area Wardens are to ensure the facility is completely evacuated before the site is secured.
- Evacuate away from the threat

Once the threat has passed, refer to *Procedures Following Bushfire*.

3.1 Assembly Points

Designated Evacuation Assembly Points

1. Students, staff and visitors are to wait in their assigned rooms until told otherwise.
2. Students, staff and visitors to proceed in an orderly fashion to the 'Primary Classroom' building

3.2 Off-Site Refuge(s)

Primary Off-Site Refuge

Name of venue: Whiteman Edge Village

Address of venue: 100 Everglades Ave, Brabham

Nearest cross-street:

Map reference:

Venue phone number:

Travel time to venue: **Approx. Distance:** 4 km south-west, time to travel 8 minutes

Secondary Off-Site Refuge

Name of venue: Thornlie Campus

Address of venue: 17 Tonbridge Way, Thornlie

Nearest cross-street:

Map reference:

Venue phone number:

Travel time to venue: **Approx. Distance:** 38.2 km south, time to travel 34 minutes

3.3 Evacuation Transportation Arrangements

Transportation Arrangements

Name of transport provider:	Contact Information:
Horizons West	9351 8980
Bus West	9395 4444
Time required before transport on-site:	Ability for supplementary transport to travel to site in time (assume at least 2 hours) to be considered when determining if evacuation or shelter in place will be followed.

SHELTER-IN-PLACE

4 Shelter as a Last Resort Procedures

Evaluation of bushfire risk and the safety of occupants has determined that the **SECONDARY** action to follow under normal bushfire conditions is to shelter, as a last resort, in the nominated on-site refuges (safer buildings). The decision to shelter should only be made if it is not safe to evacuate. If in doubt, shelter-in-place as a last resort.

4.1 On-Site Refuge(s)

Designated On-Site Refuge

The 'Primary Classroom' building for all students, staff and visitors

4.2 Sheltering Procedures

- Notify staff that a bushfire warning is current or there is a bushfire in the vicinity of the site.
- Engage the alarm system.
- Assemble students, staff and visitors to the respective shelter (safer building) location, the designated shelter building is identified as the emergency assembly locations.
- Area Warden will secure all buildings, including the closing of all windows and doors.
- Check and confirm all occupants are accounted for (use students/staff/visitor registers).
- Secure shelter building - close the windows and blinds/shutters, ensure doors are closed, and ventilation systems are working. The Chief Warden is to continue to observe the fire front.
- Advise the Emergency Services Incident Controller (DFES or Shire) that shelter is being taken on site and state the number of occupants present (students, staff and visitors).
- Monitor conditions in the building, keep calm, block smoke ingress, and keep students hydrated.
- Monitor conditions in the building after the fire's passing – if the building catches alight, do not stay in a burning building.
- Seek instructions from the Emergency Services Incident Controller (DFES or Shire) on passage/status of the bushfire.

Once the threat has passed, refer to *Procedures Following Bushfire*.

POST-EMERGENCY

5 Procedures Following Bushfire

5.1 Having evacuated?

- Chief Warden, with advice from Emergency Services, will decide when the buildings on the site can be re-occupied.
- The Communications Warden will issue an SMS message to students' parents or guardians advising of the collection arrangements for students.
- If determined safe by the Chief Warden, the Communications Warden will issue details on the reopening of the site.
- Re-entry to the building is not permitted until a 'Stand Down – All Clear' has been issued.

5.2 Having Sheltered-In-Place?

- Await instruction from Emergency Services that the threat has passed. Ensure air quality is acceptable before reopening doors or windows or allowing occupants to exit the shelter.
- Confirm with DFES or the police when it will be safe to leave the site. Evacuation may be delayed due to public road blockages.
- Monitor the grounds and buildings for small fires for 24 hours after the bushfire passes.
- The Chief Warden will inspect the site for damage and, where buildings are damaged, consult with Emergency Services to determine when the buildings can be reoccupied.
- If there are damaged buildings, DFES or the police may wish to examine the damage as part of their examinations following a bushfire. No evidence should be disturbed.
- The Communications Warden will issue an SMS message to students' parents or guardians advising of the collection student arrangement.
- If determined safe by the Chief Warden, the Communications Warden will issue details on the reopening of the school.

5.3 Debriefing

- Follow debriefing procedures.
- The Emergency Control Organisation (ECO) will debrief the Emergency Planning Committee (EPC).

PRE-EMPTIVE

6 Pre-emptive Procedures

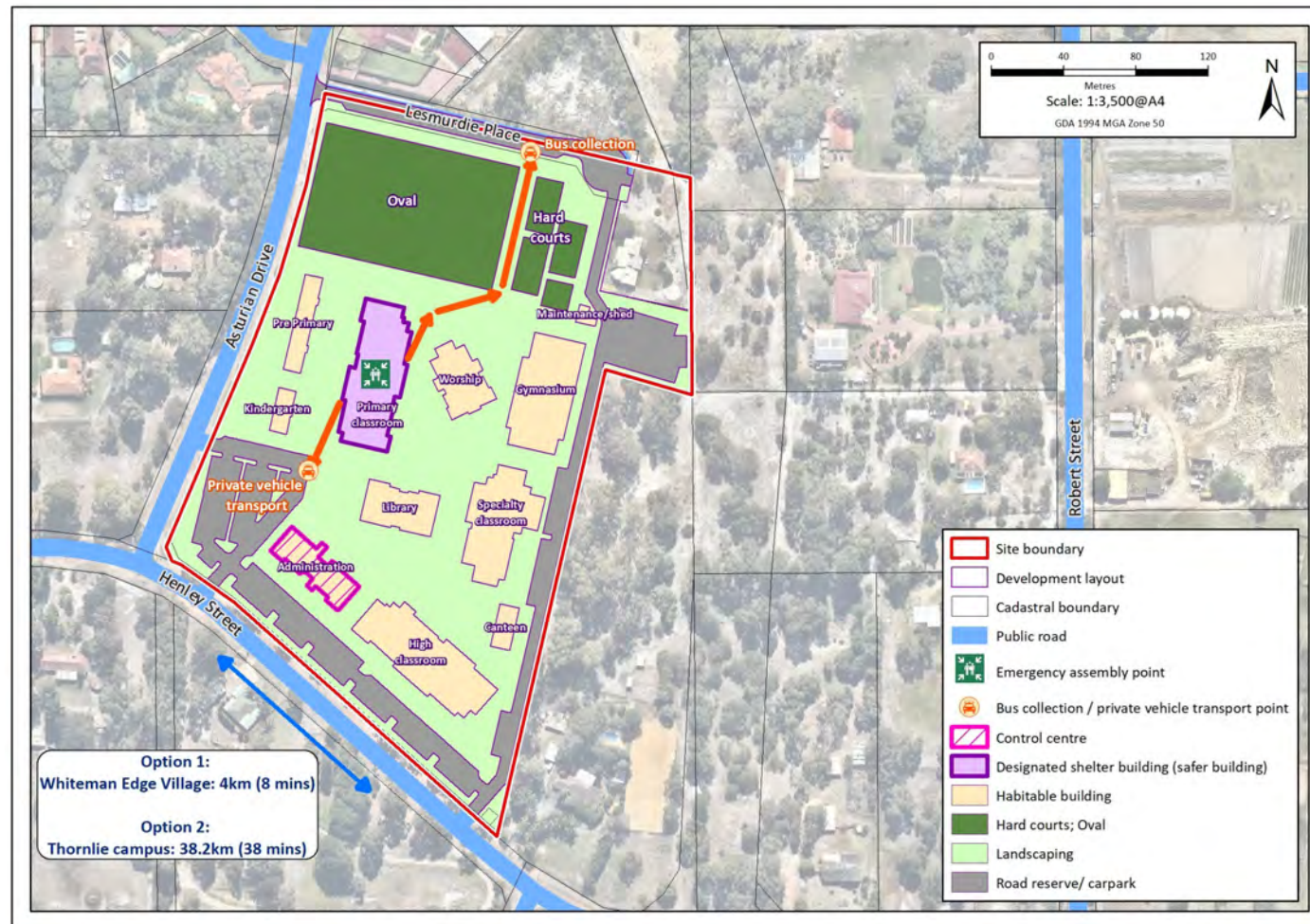
Evaluation of bushfire risk and the safety of occupants has determined that the following pre-emptive measures should be implemented outside of normal bushfire conditions.

Trigger(s)	Actions
Extreme or catastrophic forecast	Facility grounds should be inspected to ensure there are no flammable materials against or in proximity to the buildings The Facility may also <u>be pre-emptively closed</u> when an Extreme FDR (fire behaviour index of 75 or greater) is being forecast. This is undertaken where advice from the Director of Education or the Security and Emergency Management Unit is received.
Direction from DFES or Emergency Control Organisation	Follow advice regarding the suitability to evacuate or shelter-in-place as a primary response. Follow any other advice provided. The Facility may also <u>be pre-emptively closed</u> when an Extreme FDR (fire behaviour index of 75 or greater) is being forecast. This is undertaken where advice from the Director of Education or the Security and Emergency Management Unit is received.

Attachments

- ☐ Bushfire Emergency Evacuation Plan
- ☐ Student/staff register
- ☐ Visitor contact register
- ☐
- ☐

BUSHFIRE EMERGENCY EVACUATION PLAN



Key Phone Numbers	
Emergency (Police, Ambulance, Fire)	000
DFES Information Line	13 33 37
Police (non-urgent)	13 14 44
Local Emergency Services Manager	08 9267 9267

Contacts	Staff Role / Name	Number
Chief Warden		
Deputy Chief Warden		
Area Warden		
Communications Officer		
First Aid Personnel		
Traffic Warden		

FIRE DANGER RATING



MODERATE

Plan and prepare

EXTREME

Take action now to protect life and property

HIGH

Be ready to act

CATASTROPHIC

For your survival, leave bushfire risk areas



EMERGENCY WA – WARNINGS AND INCIDENTS



ON ADVICE OF A BUSHFIRE THREAT OR YOU NOTICE A BUSHFIRE

Assess situation and assign a member of (facility) supervising personnel to monitor website or information line (if DFES on 13 DFES (13 33 37) or www.dfes.wa.gov.au and Emergency WA website: www.emergency.wa.gov.au or app).

- Turn off evaporative air conditioners if present.
- Close roof vents, windows and doors for all buildings.
- Check availability of supplementary vehicles to evacuate occupants.
- Account for occupants (students, staff and visitors).

EVACUATION

If you are told to leave – **EVACUATE**

To facilitate the orderly offsite evacuation of the site, the departure of occupants, should be phased if necessary, depending upon the number of occupants and the resources available. This can be achieved by:

- Evacuating the most vulnerable occupants first, such as the disabled, those with medical conditions and/or those likely to have breathing difficulty.
- Evacuating students and visitors, followed by staff

Implement the following procedures:

- Sound Alarm.
- Assemble all students, staff and visitors at the identified bushfire shelter building (the 'Primary Classroom' building is the designated safer buildings) and await direction from the Chief Warden
- Account for all students, staff and visitors.
- Determine the route to be used for evacuation. This includes providing clear instructions on the direction of travel for pedestrians (if walking) or vehicles.
- Determine the route is safe before commencing evacuation.
- Occupants to be instructed to evacuate.
- Evacuate when directed.

Option 1: Whiteman Edge Village (100 Everglades Ave, Brabham)

OR

Option 2: Thornlie Campus (17 Tonbridge Way, Thornlie)

IMPORTANT: If conditions change during an evacuation (smoke, road congestion, fire impact time) and the safety of the evacuation roads cannot be guaranteed, stay at the facility and seek shelter.

SHELTER

If external conditions are hazardous and/or there is less than 1 hour to potential impact – **TAKE SHELTER**

- Remain at the designated shelter building. This being the 'Primary Classroom' building for all students, staff and visitors
- Close windows, doors and blinds.
- Check occupant, student, staff and visitor registers that everyone is accounted for.
- Check all other buildings on site have been evacuated.
- Advise the Emergency Services Incident Controller (DFES or Shire) on the location of students, staff and visitors.
- Monitor conditions in the building, keep calm, block smoke ingress if it occurs (wet towels at gaps), keep hydrated.
- Monitor conditions in the building after the fire's passing – if the building catches alight, do not stay in a burning building.
- Seek instructions from the Emergency Services Incident Controller (DFES or Shire) and/or EmergencyWA on passage/status of the bushfire.

ALL CLEAR

Seek instructions from the Emergency Services Incident Controller (DFES) prior to return to the facility or leaving the shelter building– All clear.

From: [DFES Land Use Planning](#)
To: [Rebecca Lodge](#)
Cc: [Planning](#); [Philip Russell](#)
Subject: RE: DA-604/2021/H - No. 10 Asturian Drive Henley Brook - Educational Establishment
Date: Thursday, 16 April 2026 11:58:50 AM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)



Our Ref: D21721

DA-604/2021/H - No. 10 Asturian Drive Henley Brook - Educational Establishment

Dear Rebecca

Thank you for your email below, which included an updated Bushfire Emergency Plan (BEP) (Version B), dated March 2026 for the above development application.

DFES acknowledges that the BEP has now been updated, however the acceptance of this would be at the discretion of the decision maker, noting that consideration should be given to the Bushfire Emergency Plan (BEP) Manual (as published by the Western Australian Planning Commission). This contains details of information that should be included in a BEP and will ensure the appropriate content is detailed when finalising the BEP to the satisfaction of the City.

Notwithstanding, DFES notes that shelter in place is detailed in the BEP as a secondary action to evacuation, and the decision maker should be satisfied that an onsite shelter (safer building) is to be provided in accordance with the *Principal's guide to bushfire: Prepare your school for the bushfire season* (Department of Education: October 2022). It is noted that as this requirement is not enforced by DFES, the decision maker should be satisfied that compliance has been demonstrated.

Please feel free to contact me if you have any further questions.

Kind regards

Emma Gough

Senior Strategic Land Use Planning Officer

Department of Fire and Emergency Services

20 Stockton Bend, Cockburn Central, Perth WA 6164

T: 9395 9877 / **M:** 0456 768 767 / **E:** emma.gough@dfes.wa.gov.au **W:** dfes.wa.gov.au



From: Rebecca Lodge
Sent: Monday, 30 March 2026 15:47 PM
To: DFES Land Use Planning
Cc: Planning ; Philip Russell
Subject: RE: DA-604/2021/H - No. 10 Asturian Drive Henley Brook - Educational Establishment

CAUTION: This email originated from outside of DFES. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Attention Emma Gough

Good afternoon Emma,

I write in relation to DA-604/2021/H which you've recently provided comments on. The City is in receipt of additional information in the form of a revised **Bushfire Emergency Plan**.

The City seeks your comments in relation to the revised Bushfire Emergency plan, attached.

For your convenience I have attached your previous referral comments along with a new referral checklist.

If you have any further questions, please do not hesitate to contact me on (08) 9207 8970 or by email at rebecca.lodge@swan.wa.gov.au.

Warm Regards,

Rebecca Lodge

Coordinator Planning Process
Statutory Planning



T: 08 9207 8970
2 Midland Square, Midland | PO Box 196 MIDLAND DC WA 6936
www.swan.wa.gov.au

Monday	Tuesday	Wednesday	Thursday	Friday
9:30am – 2:30pm	9:30am – 2:30pm	9:30am – 2:30pm	7:30am – 5:30pm	9:30am – 2:30pm – every second Friday

The City of Swan acknowledges the Traditional Custodians of this region, the Whadjuk people of the Noongar Nation and their continuing connection to the land, waters and community. We pay our respects to Elders past and present, and their descendants.

#RESPOND 9077976
#ECMBODY
#STATPLAN - Default

Submitted Access and Operational Management Plan

The PAOMP is consistent with the accompanying Traffic Impact Assessment by Transcore that estimated 833 vehicles dropping students off in the morning period and 833 vehicles picking students up in the afternoon period,

The PAOMP summaries the operational changes being:

- *Remove the Henley Street frontage drop-off/pick-up area and convert those bays to staff/visitor parking.*
- *Provide 13 primary school drop-off/pick up bays in a one way internal loop.*
- *Provide 34 high school drop-off/pick up bays along the eastern internal road*
- *Modify Henley Street to operate permanently as left-in/left out only through a central median treatment.*
- *Operate Asturian Drive as exit-only for the primary drop-off/pick up.*
- *Use Lesmurdie Place as the high school entry point, with high school vehicles travelling south along the eastern internal road and existing left out via Henely Street East.*
- *Use the Henley Street/Henely Brook Avenue roundabout as the safe turnaround route for vehicles that need to west after a left-out exit.*
- *Stagger the primary school and high school by 10 minutes.*
- *Stagger kindy/PP dismissal approximately 10 minutes earlier than the primary school dismissal period.*
- *Provide distributed bicycle racks around key school entry points and trail Ride to School Days as an active transport incentive.*
- *Contain all school drop off, pick-up and queuing activity with the school site.*

Further the PAOMP notes that:

- The access crossovers and internal parking and circulation areas will pavement marked and signed as indicated at 12.1 of the PAOMP.
- School vehicle access gates will be open from 7.30am to 9.00am and open again from 2.15pm as indicated at 12.2 of the PAOMP.
- Eight school wardens will be deployed in eight locations within the school to enforce compliance with access/parking and circulation requirements and to manage students pending afternoon pickup to assist with timely pick-up and reduce wait times for vehicles (see 12.3 and 12.5 of PAOMP).
- Communication to parents by the school of the parking and access and operational arrangements is through the communication strategy set out at 14.2 of the PAOMP.

City staff are generally satisfied that the applicant has done as much as possible to optimise the constructed parking and access areas within the site to accommodate the volumes of vehicles coming to the site to drop off and pick up school students. With 840 vehicles in the morning hour coming to the site this equates on average to a vehicle arriving every four seconds. With 740 vehicles in the afternoon this equates to an average of almost a vehicle

arriving every 10 seconds. The opening of the school gates from 7.30am and from 2.15pm should provide capacity to eliminate vehicles queuing to get into the school.

The principal adjustments made by the PAOMP is the separation of school access and parking areas for the high school and primary school. The former will access the site off Lesmurdie Place and channel southwards along the lengthy eastern internal access road in a two-lane one-way arrangement with 17 drop off bays for each lane. This replaces the intended use of this area under the original approval for staff parking. Thirty three high-school parking bays, including 13 parallel bays are designated within the parking area fronting Henley Street. The capacity to process the 320 vehicles in the morning drop-off for high school students will depend on the capacity of the school to effect pick-up within a two minute timeframe in these locations.

Separating high school and primary school access and the reconfiguration of movement through the primary school parking area in a one-way direction should improve the flow of traffic for primary school drop-off and pick-up.

The installation of pavement marking and the deployment of wardens within the various areas within the site will optimise driver behaviour in compliance with proposed access and parking arrangements. It is noted that the school has taken measures to inform parents of these arrangements.

The PAOMP also details measures to accommodate/promote access to the school by means other than private vehicles. This entails the provision by the School of a private bus service between the school and the Ballajura train station that would accommodate 50 students. Provision of bicycle bays is made to encourage predominantly older children to ride to school. Whilst such measures are appropriate to be contained within the PAOMP, City staff consider that the optimal measures contained in the plan are those related to the management of private vehicles access which is the issue that has been affecting the amenity of the area to date.

PART C – OTHER BUSINESS

- 1. State Administrative Tribunal Applications and Supreme Court Appeals**
- 2. Meeting Closure**